



**ASSOCIATION of
GOVERNMENTS**

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Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

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559 9/7/04

PLEASE NOTE SPECIAL TIME

**TRANSPORTATION &
COMMUNICATIONS COMMITTEE**

**Thursday, November 4, 2004
11:00 a.m. – 12:15 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
San Bernardino Conference Room
Los Angeles, California 90017
213. 236.1800**

Agenda & Map Enclosed

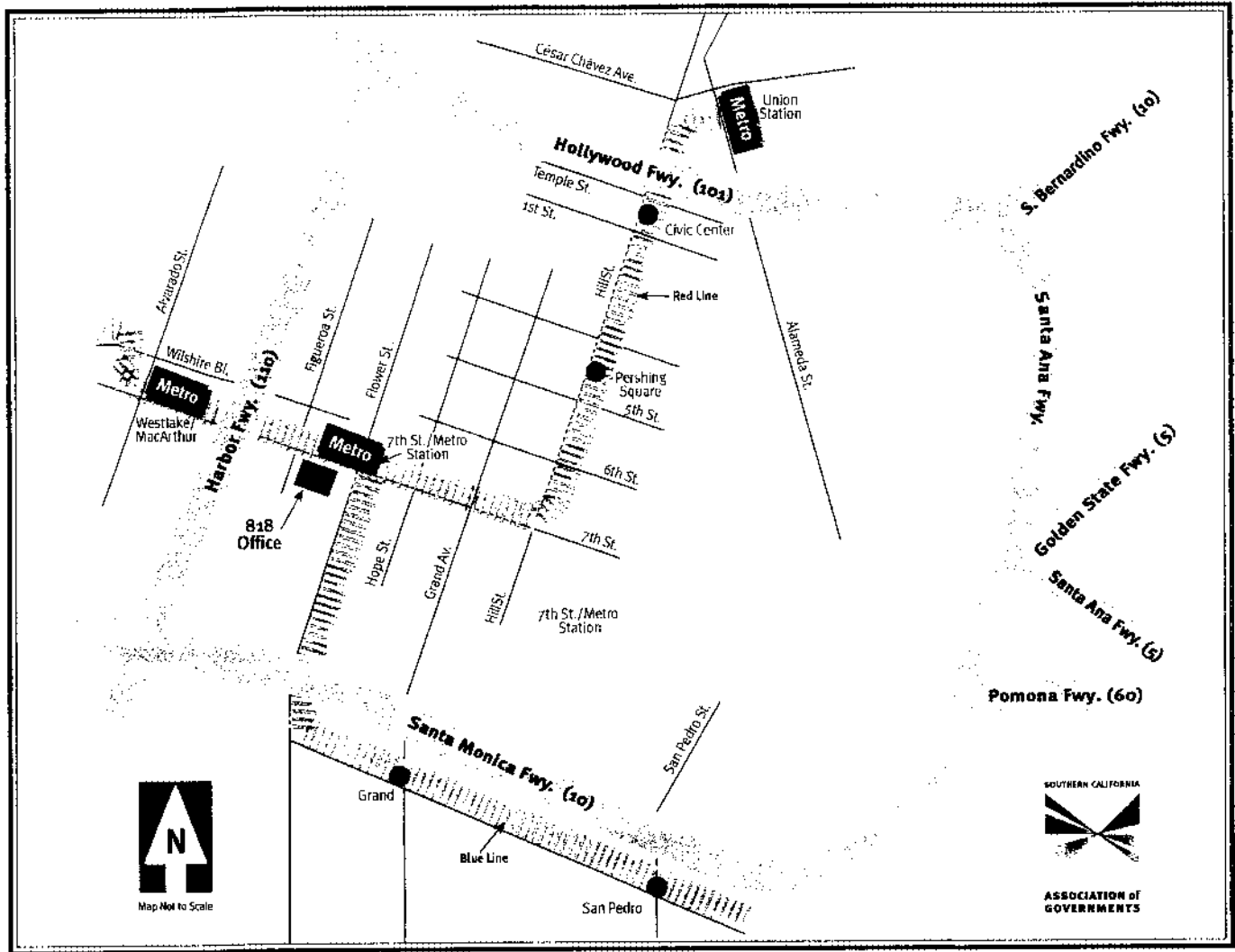
If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

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How to get to the Southern California Association of Governments



To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

By Transit...

- SCAG is accessible by all **Metrolink Service** to Union Station. At transfer to the **Metro Red Line** (free transfer with Metrolink ticket) and get off at 7th and Metro Station. **Metro Line Service** to SCAG is also available from Alvarado Station.
- SCAG is accessible by the **Blue Line**. Get off at 7th and Metro Station.
- SCAG is served directly by **DASH Routes A and B. Bus Service** via MTA, Foothill, Santa Monica, Orange County is available to downtown. Call 1-800-Commute for details.

SCAG Main Office:

818 West 7th Street 12th Floor Los Angeles, CA 90017-3435 (213) 236-1800 fax: (213) 236-1825



ASSOCIATION OF
GOVERNMENTS

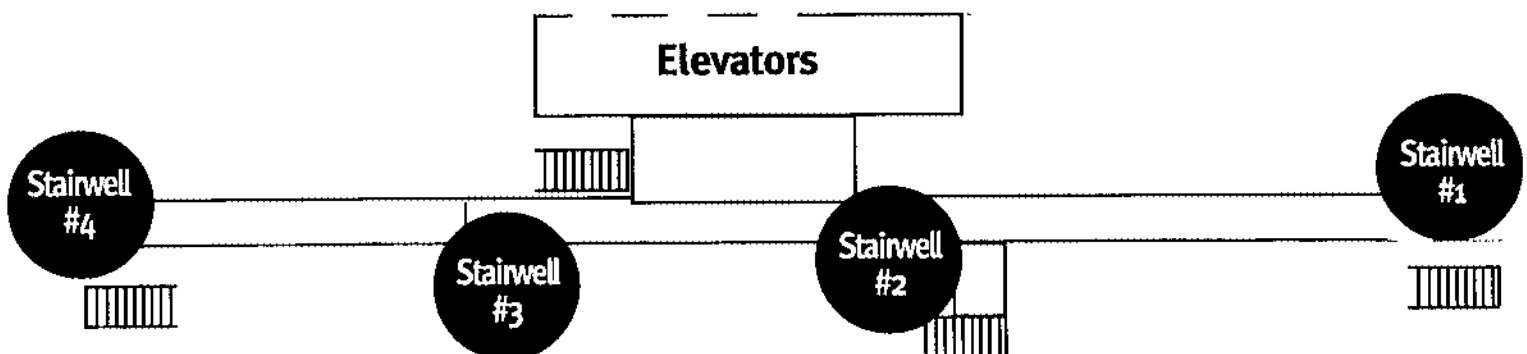
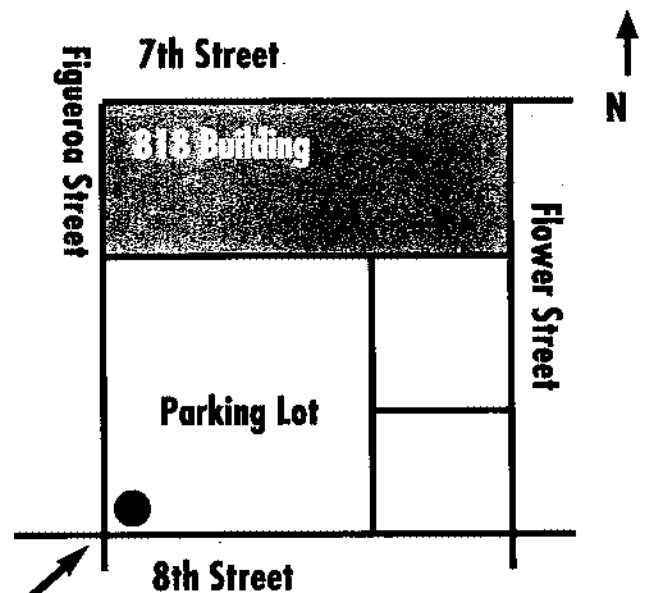
Rev. 12/30/97

Emergency Evacuation Procedures:

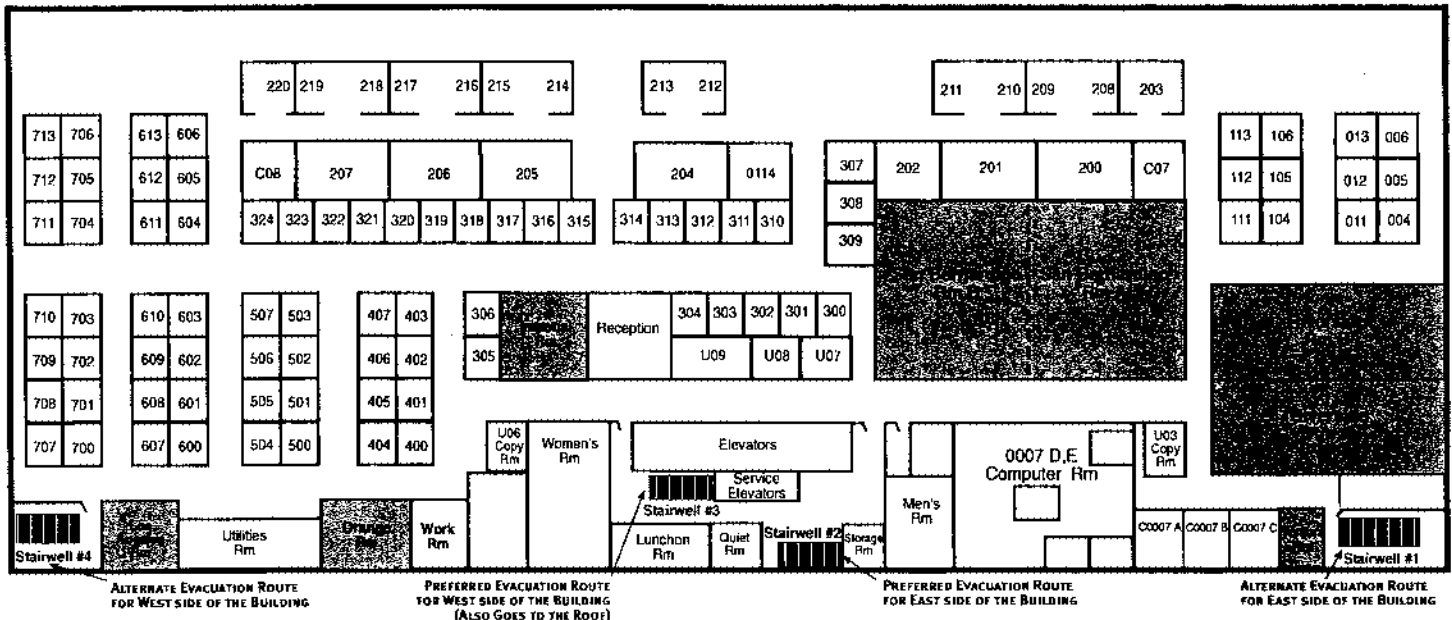
- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown below and on the maps on the back side of this flyer. The preferred evacuation stairwells are #2 and #3.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.

Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

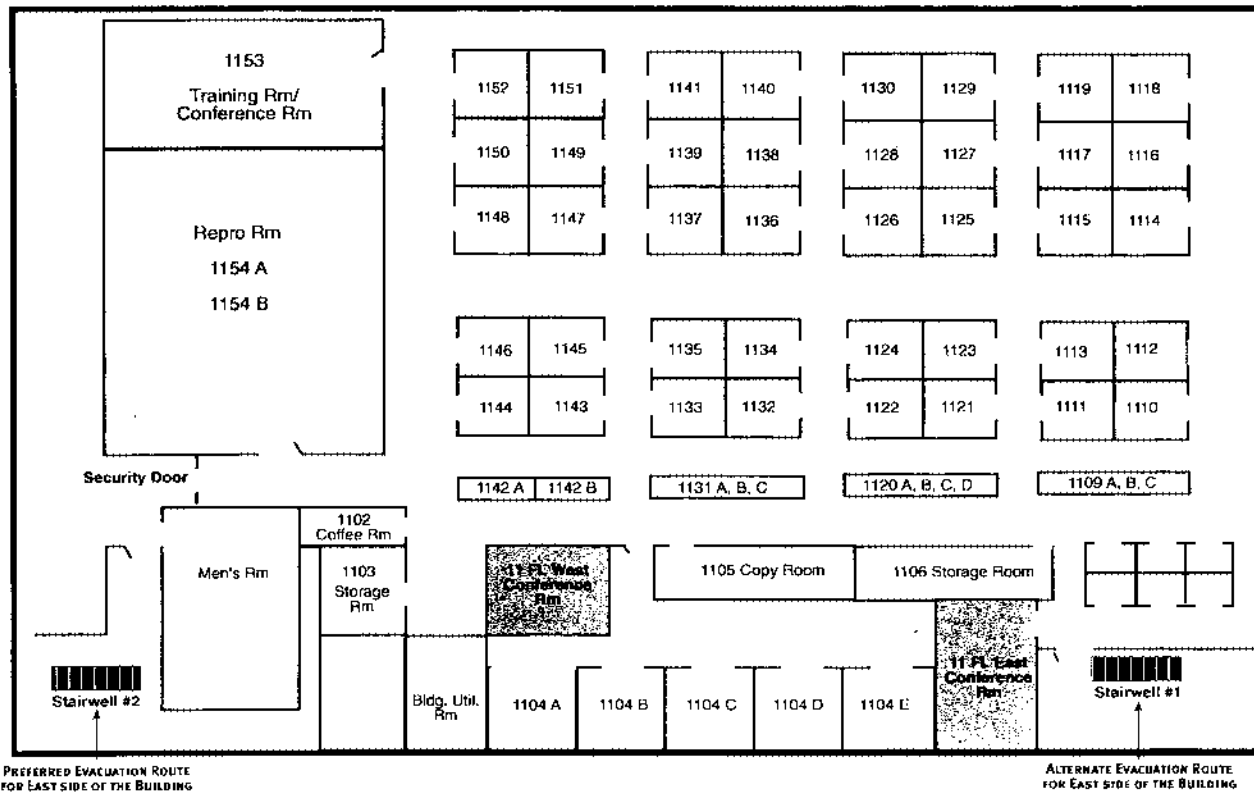
Upon meeting at 8th and Figueroa, roll will be taken. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.



SCAG Offices Floor Plan & Emergency Exits on the 12th Floor



SCAG Offices Floor Plan & Emergency Exits on the 11th Floor



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. When you are called to speak, please come forward and state your name for the record.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

- 4.1.1 Approve Minutes of October 7, 2004
Attachment

1

4.2 Receive and File

- 4.2.1 SCAG Legislative Matrix
Attachment

6

- 4.2.2 Intergovernmental Review
Clearinghouse Report (IGR)

Available on the SCAG web site at:
<http://www.scag.ca.gov/igr/creport.htm>



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

5.0 ACTION ITEMS

There are no items at this time.

6.0 INFORMATION ITEMS

- | | | | | |
|-----|---|--|----|------------|
| 6.1 | <u>Ontario International Airport
Ground Access Plan
Attachment</u> | Viggen Davidian,
Consultant,
Meyer-Mohaddes, | 29 | 10 minutes |
| | Status report on the ground access study under way for the Ontario International Airport. | | | |
| 6.2 | <u>State and Federal End of
Session Update
Attachment</u> | Don Rhodes,
Manager, Govt. &
Public Affairs,
SCAG Staff | 33 | 5 minutes |
| | Staff will provide an end of the session summary of key state and federal legislative issues. | | | |
| 6.3 | <u>Statewide Transportation
Performance Measures
Attachment</u> | Naresh Amatya,
Lead Regional Planner,
SCAG Staff | 36 | 10 minutes |
| | Staff will provide a report on the status of the Statewide Performance Measures development. | | | |



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
6.0	<u>INFORMATION ITEMS (cont.)</u>		
6.4	<u>Draft 2005 State and Federal Legislative Program Attachment</u> Staff will present the 2005 State and Federal Legislative Program for the Committee's review and input.	Don Rhodes, Manager, Govt. & Political Affairs, SCAG Staff 59	10 minutes
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Councilmember Lowe	
8.0	<u>CHAIR REPORT</u>		
9.0	<u>STAFF REPORT</u>	Rich Macias, Manager, Transportation Policy & Planning, SCAG	
10.0	<u>FUTURE AGENDA ITEMS</u> Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		
11.0	<u>ANNOUNCEMENTS</u>		
12.0	<u>ADJOURNMENT</u> The next meeting of the Transportation and Communications Committee is scheduled for Thursday, December 2, 2004, at the SCAG office.		

Transportation and Communications Committee

Action Minutes for October 7, 2004

The following minutes are a summary of actions taken by the Transportation & Communications Committee. Audio recordings of the meeting may be heard in the SCAG office during office hours.

The Transportation & Communications Committee held its meeting at the SCAG offices in Los Angeles. The meeting was called to order by Chair Lee Ann Garcia, Grand Terrace. There was a quorum.

Committee Chair: Lee Ann Garcia, Grand Terrace
Committee Vice Chair: Harry Baldwin, San Gabriel

Members Present

Jim Aldinger
Harry Baldwin
Paul Biane
Lou Bone
Yvonne Burke
Lawrence Dale
Cathryn DeYoung
Bonnie Flickinger
Lee Ann Garcia
Robert Hernandez
Carol Herrera
Llewellyn Miller
Bea Proo
Tod Ridgeway
Ron Roberts
Mark Rutherford
David Spence
Dick Stanford
Tom Sykes
Don Szerlip
Sidney Tyler
Tonia Urang

Representing

Manhattan Beach
San Gabriel
San Bernardino Cty.
Tustin
Los Angeles County
Barstow
Laguna Niguel
Moreno Valley
Grand Terrace
Anaheim
SGVCOG
Claremont
Pico Rivera
Newport Beach
Temecula
Westlake Village
Arroyo Verdugo
Azusa
Walnut
South Bay Cities
Pasadena
Long Beach

Members Absent

Steve Adams
Glen Becerra
Art Brown
Tom Buckley
George Cole
Gene Daniels
Bill Davis
Richard Dixon
Judy Dunlap
John Fasana
Gary George
Frank Gurule
Isadore Hall
Peter Herzog
Tim Keenan
Robin Lowe
Bonnie Lowenthal
Patsy Marshall
Judy Mikels
Keith Millhouse
Mark Nuaimi
Pam O'Connor
Gary Ovitt
Gregi Pettis
Charles Smith
Greig Smith
Cameron Smyth
Paul Talbot

Representing

Riverside
Simi Valley
Buena Park
Lake Elsinore
Gateway Cities
Paramount
Simi Valley
Lake Forrest
Inglewood
Duarte
Redlands
Cudahy
Compton
Lake Forrest
Cypress
Hemet
Long Beach
Buena Park
Ventura County
Moorpark
Fontana
Santa Monica
Ontario
Cathedral City
OCTA
Los Angeles
Santa Clarita
Alhambra

New Members

Juan DeLara

Representing

Coachella

Transportation and Communications Committee

Action Minutes for October 7, 2004

1.0 CALL TO ORDER

Chair Lee Ann Garcia called the meeting to order at 10:32 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Action Minutes of September 2, 2004

4.2 Receive and File

4.2.2 Intergovernmental Review (IGR)

4.2.3 SCAG Legislative Matrix

4.2.4 Regional Transportation Plan Checklist

MOTION was made to approve the consent calendar items, SECONDED, and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

There were no Action Items at this time.

6.0 INFORMATION ITEMS

6.1 State Transportation Funding

Mr. Arthur Bauer, Finance Consultant to SCAG, presented this item. Mr. Bauer reviewed four points: the near-term issues of the STIP shortfall/current transportation revenues, funding equity between the northern and southern counties, the toll bridge financing for the eastern span of the San Francisco-Oakland Bay Bridge project, and the long-term

Transportation and Communications Committee

Action Minutes for October 7, 2004

implications of the transportation reform proposed by the California Performance Review initiated by Governor Schwarzenegger.

6.2 State and Federal Legislative Update

Staff presented an update on transportation legislation currently pending before the State Legislature. With the State Legislature set to adjourn on August 31st, the last days of the legislative session focused on a bill introduced by Senator John Burton (D-San Francisco) to appropriate funds to defray the cost overrun of the Bay Bridge, which could be as high as \$5.1 billion. A bridge bill is likely to reawaken the issue of the North-South funding disparity. Also in the Legislature, the Regional Investment in Goods Movement, Highway and Transit Act of 2004 may be conferenced with bill related to design-build.

Staff also presented an update on TEA-21 reauthorization. Recently, Congress approved an eight month extension to TEA-21, which will extend TEA-21 to May 31, 2005.

6.3 I-710 (San Pedro Ports to SR-60) Community Involvement Process Milestone

Mr. Ernest Morales, MTA, presented this item. He indicated that the Tier 2 Community Advisory Committee (CAC) has recommended a hybrid improvement strategy for the I-710, which proposes a facility with 10 general purpose and 4 dedicated truck lanes. From this point the Oversight Policy Committee (OPC) will act on the CAC's recommendation, which could occur as soon as October 28. If the OPC approves the recommendation, it will be forwarded to the MTA board for final approval.

6.4 HOV Lane Performance Study

Staff provided a report on the HOV Lane Performance Study, which is a review of HOV lane policies and operations in Orange, San Bernardino, and Riverside Counties. The study described ten findings/conclusions and eight recommendations that emerged from this study, all consistent with the adopted 2004 Regional Transportation Plan and with work conducted by the Los Angeles County Metropolitan Transportation Authority (2002).

In overview, polling results confirm that 76% of respondents in the study area support HOV lanes. Favored are 24-hour-7 days a week operation, HOV lane separation from mixed-flow lanes and the 2+ HOV lane occupancy requirement.

Chair Garcia recommend that Staff bring back Dawn Hleou, HOV Coordinator at CalTrans, to do another presentation on HOV.

Transportation and Communications Committee

Action Minutes for October 7, 2004

6.5 2004 Regional Transportation Improvement Program

The Regional Council at their September 2, 2004 meeting approved the 2004 Regional Transportation Improvement Program. Subsequently, the 2004 RTP was formally transmitted to the state and federal agencies for their review and approval. Staff provided an update on the status of the RTIP approval and on MTA Board action on funding TCM's. Staff reported that the Federal agencies have conditionally approved the RTIP as of October 4, 2004.

7.0 MAGLEV TASK FORCE REPORT

No report at this time.

8.0 CHAIR REPORT

No report at this time.

9.0 STAFF REPORT

No report at this time.

10.0 FUTURE AGENDA ITEMS

Councilmember Robert Hernandez, Anaheim, requested that the subject of benefits of toll roads be brought up as in Information Item in the future.

It was suggested that GO-21 be brought up at a future committee meeting after it goes to the Goods Movement Advisory Committee (GMAC).

11.0 ANNOUNCEMENTS

Heather Copp, SCAG Staff, announced that next month Staff was going to try to hold a budget workshop that lays out the framework for the budget for the next fiscal year. This item will be added on the end of the Administration Committee. Mrs. Copp asked that all policy committee members join in. Consequently, next month's TCC meeting will commence a bit later.

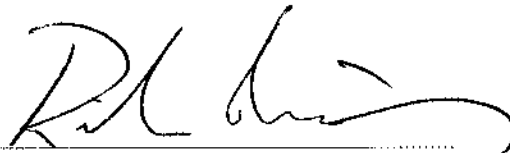
Hasan Ikhata, SCAG Staff, thanked the leadership that sits on the Committee for the MTA. Supervisor Yvonne Burke, Councilmember Bea Proo for the MTA Board's action to put fourth 1.4 billion to fund the TCM's and to get the Committee to approve the TIP, without their support it would have been almost impossible to achieve this goal.

Transportation and Communications Committee

Action Minutes for October 7, 2004

12.0 ADJOURNMENT

Chair Garcia adjourned the meeting at 12:03 p.m.
The next committee meeting will be held on
November 4, 2004, 11:00 a.m., at the SCAG Office.



Rich Macias, Manager
Transportation Planning/Programming Division

MEMO

DATE: November 4, 2004

TO: The Regional Council
The Community, Economic and Human Development Committee (CEHD)
The Energy and Environment Committee (EEC)
The Transportation and Communications Committee (TCC)

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov

SUBJECT: SCAG Legislative Matrix

Attached to this memorandum is a full list of state bills and constitutional amendments followed by Government Affairs in the 2004 Legislative Session and relevant to Regional Council, CEHD, EEC, or TCC subject matter jurisdiction. Over the course of the session, many bills followed by Government Affairs did not meet constitutional deadlines and failed to advance. Several more did advance and were later enacted. All are included in the matrix for your reference.

Government Affairs staff will be presenting an end-of-session wrap-up in each committee to focus on bills that have been of greatest interest to each committee, including federal legislation. The following chart offers a quick glance at the outcome of bills and constitutional amendments on which SCAG took positions in the 2004 session.

Number and Author	Subject	SCAG Position	Final Outcome
AB 1971 (Lowenthal)	Idling and Queuing at the Ports of LA, LB	Support	Signed by Governor
AB 2158 (Lowenthal)	RHNA Reform	Support	Signed by Governor
AB 2348 (Mullin)	RHNA Reform	Support	Signed by Governor
AB 2006 (Nunez)	Electrical Restructuring	Support	Vetoed by Governor
AB 2141 (Longville)	Alluvial Fan Task Force	Support	Signed by Governor
AB 2207 (Levine)	Statistical Districts SFV	Support	Signed by Governor
AB 2628 (Pavley)	Hybrid Vehicles and HOV Lanes	Oppose	Signed by Governor
AB 2702 (Steinberg)	Second Housing Units	Oppose	Vetoed by Governor
ACA 24 (Dutra)	Prop 42 Protection	Support	Did Not Advance
ACA 29 (Harman)	Prop 42 Firewall	Support	Did Not Advance
SB 744 (Dunn)	Housing Appeals to HCD	Oppose	Did Not Advance



Only two measures on which SCAG took positions carried over from the 2003 legislative session to this year. SCA 2 (Torlakson) and SCA 7 (Murray) pertained to the local sales tax voter approval threshold and Proposition 42 fund loans respectively. SCAG supported SCA 2 if amended and supported SCA 7. Neither constitutional amendment advanced in 2004.

Private file: AirQuality

CA AB 1394	AUTHOR: Levine (D) TITLE: Air Pollution: Air Quality Standards Program FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/21/2003 ENACTED: 09/21/2004 LOCATION: Chaptered CHAPTER: 627 SUMMARY:
	<p>Expands the Carl Moyer Air Quality Standards Attainment Program to include heavy-duty fleet modernization projects that reduce emissions of NOx or particulate matter. Makes any project that replaces an old engine or vehicle with a new engine or vehicle that meets more stringent emission standards or provides the equivalent emission reductions of the replacement combined with the purchase of a specified new very-low or zero-emission vehicle, or fleet modernization project eligible for funding.</p> <p>STATUS: 09/21/2004 Signed by GOVERNOR. 09/21/2004 Chaptered by Secretary of State. Chapter No. 627 Subject: AirQuality</p>
CA AB 1971	AUTHOR: Lowenthal (D) TITLE: Air Pollution: Marine Terminals FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/12/2004 ENACTED: 09/18/2004 LOCATION: Chaptered CHAPTER: 580 SUMMARY:
	<p>Relates to requirements that each marine terminal in the state operate in a manner that does not cause the engines on trucks to idle or queue for more than 30 minutes while waiting to load or unload at the terminal. Makes several clarifying changes to those provisions regarding the application of the above requirements with respect to both idling and queuing. Requires air control districts to make a determination with regard to queuing trucks.</p> <p>STATUS: 09/18/2004 Signed by GOVERNOR. 09/18/2004 Chaptered by Secretary of State. Chapter No. 580 NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054 COMMENTARY: In 2003, SCAG supported the original Lowenthal bill that created the idling and queuing prohibition, AB 2650. Position: SCAG-Sup 04/07/2004</p>
CA AB 2042	AUTHOR: Lowenthal (D) TITLE: Ports: Port of Los Angeles: Port of Long Beach FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/17/2004 VETOED: 09/29/2004 LOCATION: Vetoed SUMMARY:
	<p>Requires the South Coast Air Quality District to establish a baseline for air quality for the Ports of Los Angeles and Long Beach. Provides the baselines would be based on data regarding emissions from oceangoing vessels, harbor craft, cargo handling equipment, rail locomotives and commercial motor vehicles. Requires the district, the two ports and the Air Resources Board to develop and enter into a memorandum of understanding to implement emission control measures at those ports.</p> <p>STATUS: 09/29/2004 Vetoed by GOVERNOR. NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054 COMMENTARY: Considered by the EEC 5/6/04 and 6/3/04. Amendment submitted to Assembly Member Lowenthal adding SCAG to the groups consulted in the MOA and including user-supported,</p>

dedicated infrastructure among possible emission control measures.

CA AB 2628	AUTHOR: Pavley (D) TITLE: Vehicles: Preferential Lanes FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/20/2004 ENACTED: 09/23/2004 LOCATION: Chaptered CHAPTER: 725 SUMMARY:
	<p>Includes a 2004 model year ultra-low emission vehicle and a hybrid vehicle that meets the State's advanced technology partial zero-emission vehicle standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel highway rating and ultra- and super ultra-low emission vehicles to list of vehicle using HOV lanes.</p> <p>STATUS: 09/23/2004 Signed by GOVERNOR. 09/23/2004 Chaptered by Secretary of State. Chapter No. 725 Position: CALCOG-Opp, SCAG-Opp 06/03/2004</p>
CA SB 1247	AUTHOR: Soto (D) TITLE: Air Pollution: Large Emission Reduction Program FISCAL COMMITTEE: yes URGENCY CLAUSE: yes INTRODUCED: 02/12/2004 LAST AMEND: 06/01/2004 LOCATION: Senate Transportation Committee SUMMARY:
	<p>Creates the Large Emission Reduction Program to reduce air emissions from internal combustion engines through the application of financial incentive-based programs. Creates a trust fund to provide grants to offset the incremental cost of projects that reduce oxides of nitrogen, reactive organic gases or particulate matter from on road vehicles, off-road equipment ad vehicles, locomotives, diesel marine vehicles, stationary agricultural vehicles.</p> <p>STATUS: 06/01/2004 From SENATE Committee on TRANSPORTATION with author's amendments. 06/01/2004 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>
CA SB 1397	AUTHOR: Escutia (D) TITLE: Air Pollution: South Coast Air Quality Management FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/18/2004 LAST AMEND: 08/23/2004 LOCATION: ASSEMBLY SUMMARY:
	<p>Authorizes the South Coast Air Quality Management District to adopt regulations requiring the owner or lessee of a heavy-duty motor vehicle, or non-road engine or vehicle, other than a new locomotive, to install retrofit controls to reduce air emissions if that vehicle or engine operates substantially in a rail yard and is part of a fleet of 15 or more vehicles or engines. Requires the district to establish fair share emission reduction targets and conduct public workshops. Authorizes fees.</p> <p>STATUS: 08/27/2004 In ASSEMBLY. Reconsideration granted. 08/27/2004 In ASSEMBLY. Read third time. Failed to pass ASSEMBLY. NOTES: Escutia Staff: William Sanchez (916) 445-3090 COMMENTARY: SB 1397 relates to air pollution and goods movement in the SCAB and SCAG regions. SCAG has statutory obligations in area of air quality in the AQMP. SB 1397 is similar to AB 1058 (Pavley), which died on concurrence in 2002 and would have taken similar steps in mobile source emissions from automobiles. SCAG did not take a position on AB 1058. Related SCAG policy can be found in the 2004 Legislative Program and in the 2004 RTP EIR/EIS.</p>

Private file: EconomicDevelopment

CA AB 1855	AUTHOR:	Maze (R)
	TITLE:	Infrastructure and Economic Development Bank
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	01/29/2004
	ENACTED:	07/23/2004
	LOCATION:	Chaptered
	CHAPTER:	189
	SUMMARY:	Relates to the Bergeson-Peace Infrastructure and Economic Development Bank Act that requires the California Infrastructure and Economic Development Bank to establish criteria, priorities and guidelines for the selection of projects to receive assistance from the bank. Requires the bank to notify the Governor and the legislative fiscal and policy committees when it establishes or makes changes to the criteria, priorities and guidelines.
	STATUS:	
	07/23/2004	Signed by GOVERNOR.
	07/23/2004	Chaptered by Secretary of State. Chapter No. 189
CA AB 1998	AUTHOR:	Dutton (R)
	TITLE:	Real Investment in California's Economy Program
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/13/2004
	LOCATION:	Assembly Revenue and Taxation Committee
	SUMMARY:	Provides an exemption from sales and use taxes for the gross receipts from the sale, storage, use, or other consumption of, tangible personal property purchased by a qualified person primarily in any state of manufacturing, including the generation of electricity, processing, refining, fabricating, or recycling of property, and introduced into the process.
	STATUS:	
	05/10/2004	In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.

Private file: Energy

CA AB 2006	AUTHOR:	Nunez (D)
	TITLE:	Electrical Restructuring: Public Utilities Commission
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/13/2004
	VETOED:	09/24/2004
	LOCATION:	Vetoed
	SUMMARY:	Requires the Public Utilities Commission to hold a hearing to review any settlement agreement that has a certain ratepayer obligation requirement. Requires electrical corporations to file a long-term integrated resource plan. Requires the commission to submit a plan to streamline the transmission siting process. Requires the Independent System Operator to establish resource adequacy requirements to ensure generating capacity to serve load requirements and to meet peak demands.
	STATUS:	
	09/24/2004	Vetoed by GOVERNOR.
	Position:	SCAG-Sup 09/02/2004
CA AB 2076	AUTHOR:	Dutton (R)
	TITLE:	Personal Income and Corporation Taxes: Credits
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/17/2004
	LAST AMEND:	03/22/2004
	LOCATION:	Assembly Revenue and Taxation Committee
	SUMMARY:	Provides an exemption from the sales and use taxes for tangible personal property used in

manufacturing including the generation of electricity, processing, fabricating or recycling of property. Allows a credit against taxes imposed by the personal income tax law and the corporation tax law, in an amount equal to 6% of the amount paid or incurred by the taxpayer during the taxable year for qualified property, used in the generation of electric power.

STATUS:

05/10/2004

In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.

Private file: Environment

CA AB 2055

AUTHOR: Wolk (D)
TITLE: General Plan Elements
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
VETOED: 09/29/2004
LOCATION: Vetoes
SUMMARY:

Provides the conservation element may include the conservation of agricultural lands. Provides the open space element, which would be renamed as a agricultural and open space element, is the component of a county or city general plan adopted by the legislative body. Provides subjects that may be included in the agricultural and open-space element.

STATUS:

09/29/2004

Vetoes by GOVERNOR.

CA AB 2251

AUTHOR: Lowenthal (D)
TITLE: Hazardous Waste Facilities Permits: Financial Assurance
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/19/2004
ENACTED: 09/24/2004
LOCATION: Chaptered
CHAPTER: 779
SUMMARY:

Requires a hazardous waste facility owner or operator intending to extend the term of the facility's permit to submit a complete application before the permit expires. Authorizes the owner or operator to to change the facility structures or equipment using a Class 1* permit if it is determined that the change is necessary to comply with state and federal laws or air quality standards. Requires a facility financial assurance be a trust fund, surety bond or other authorized assurance.

STATUS:

09/25/2004

Chaptered by Secretary of State. Chapter No. 779

Private file: Housing

CA AB 2158

AUTHOR: Lowenthal (D)
TITLE: Housing Elements: Regional Housing Need
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2004
ENACTED: 09/22/2004
LOCATION: Chaptered
CHAPTER: 696
SUMMARY:

Relates to city, county or city and county general plan housing element. Revises the procedures for determining shares of the existing and projected regional housing need for cities, counties and subregions at all income levels.

STATUS:

09/22/2004

Signed by GOVERNOR.

09/22/2004

Chaptered by Secretary of State. Chapter No. 696

COMMENTARY:

SCAG staff participates on the Lowenthal Working Group that crafted this bill.

Position:

CSAC-Sup, SCAG-Sup 06/03/2004

CA AB 2175

AUTHOR: Canciamilla (D)

	TITLE: Conversion of Rental Housing FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/18/2004 LAST AMEND: 04/19/2004 LOCATION: ASSEMBLY SUMMARY: Relates to the Subdivision Map Act. Provides a local ordinance, regulation or administrative action may not prohibit an owner of residential property from subdividing the property into a common interest development. Authorizes a city, county or city and county to enact an ordinance, regulation or administrative action governing the conversion of residential rental property if the local agency does not impose specified requirements. STATUS: 08/04/2004 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT without further action pursuant to JR 62(a).
CA AB 2247	AUTHOR: Salinas (D) TITLE: Local Planning FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 04/29/2004 LOCATION: Assembly Local Government Committee SUMMARY: Provides that a city may use an optional process to apply for and obtain all necessary approvals from a local agency formation commission for annexations for a period not to exceed 15 years if the city complies with certain conditions. STATUS: 04/29/2004 To ASSEMBLY Committee on LOCAL GOVERNMENT. 04/29/2004 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 04/29/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.
CA AB 2264	AUTHOR: Chavez (D) TITLE: General Plan: Housing Element FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 04/12/2004 LOCATION: Assembly Housing and Community Development Committee SUMMARY: Relates to general plan housing elements. Requires an analysis of an available governmental subsidy program relative to preservation of affordable housing, and a program to implement the policies in the housing element to also identify available private funds. Provides a city located in Los Angeles County may elect to commit 50% of the tax increment funds to the county and the county may pledge moneys for bonds for low and moderate income housing. STATUS: 04/12/2004 Withdrawn from ASSEMBLY Committee on LOCAL GOVERNMENT. 04/12/2004 Re-referred to ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT. 04/12/2004 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments. 04/12/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.
CA AB 2348	AUTHOR: Mullin (D) TITLE: Housing Element: Regional Housing Need FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/19/2004 ENACTED: 09/23/2004 LOCATION: Chaptered CHAPTER: 724 SUMMARY:

Revises the criteria for the inventory of sites to require sites to be identified that can be developed for housing within the planning board to accommodate that portion of a city's or county's share of regional housing need for all income levels. Expands the relocation assistance available to persons displaced by sites identified for substantial rehabilitation. Revises the requirements that may be imposed on a development project that contributes to the housing need.

STATUS:

09/23/2004

Signed by GOVERNOR.

09/23/2004

Chaptered by Secretary of State. Chapter No. 724

COMMENTARY:

SCAG Staff participates in the Lowenthal Working Group that drafted AB 2348.

Position:

CSAC-Pending, SCAG-Sup 06/03/2004

CA AB 2702

AUTHOR:

Steinberg (D)

TITLE:

Housing: Second Units

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/20/2004

VETOED:

09/29/2004

LOCATION:

Vetoed

SUMMARY:

Provides that local agency ordinances, regulations or policies may not preclude or effectively preclude 2nd units unless the local agency makes certain findings. Prohibits a local agency from adopting an ordinance that requires an owner's dependent or caregiver to occupy the primary dwelling or 2nd unit or that limits occupancy based on familial status, age or other specified characteristics. Prohibits the imposition of deed restrictions or minimum unit size requirements on the 2nd unit.

STATUS:

09/29/2004

Vetoed by GOVERNOR.

Position:

CSAC-Opp, SCAG-Opp 06/03/2004

CA AB 2980

AUTHOR:

Salinas (D)

TITLE:

Housing Element: Self-Certification

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/20/2004

LAST AMEND:

04/19/2004

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Provides procedures whereby a city or county may elect to participate in alternative production-based certification of its housing element and would make those cities and counties eligible for specified state housing funds in the same manner as other jurisdictions.

STATUS:

05/05/2004

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

Position:

CALCOG-Sup, CSAC-SupInConc

CA SB 744

AUTHOR:

Dunn (D)

TITLE:

Planning: Housing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/21/2003

LAST AMEND:

05/25/2004

LOCATION:

Assembly Local Government Committee

SUMMARY:

Establishes within the Department of Housing and Community Development a Housing Accountability Committee consisting of 5 appointed members to hear appeals of city, county or city and county decisions on applications for the construction of housing developments that meet specified affordability requirements.

STATUS:

06/09/2004

In ASSEMBLY Committee on LOCAL GOVERNMENT: Not heard.

Position:

CSAC-Opp, League-Opp, SCAG-Opp 06/03/2004

CA SB 898

AUTHOR:

Burton (D)

TITLE:

Schoolsite Replacement Housing

FISCAL COMMITTEE:

no

URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
ENACTED: 09/14/2004
LOCATION: Chaptered
CHAPTER: 495
SUMMARY:

Authorizes a community college district or an eligible nonprofit corporation to acquire real property to replace dwelling units displaced by a new schoolsite under the same conditions and requirements as a local governing agency. Requires that the acquisition be from a willing seller.

STATUS:

09/14/2004 Signed by GOVERNOR.
 09/14/2004 Chaptered by Secretary of State. Chapter No. 495
Position: League-Opp

CA SB 1145

AUTHOR: Burton (D)
TITLE: Tenancy
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/22/2004
ENACTED: 09/17/2004
LOCATION: Chaptered
CHAPTER: 568
SUMMARY:

Extends indefinitely existing law which requires that if a landlord increases the rent of a month-to-month tenancy in excess of 10% of the amount of the rent charged to a tenant annually, the landlord shall provide an additional 30-days' notice prior to the effective date of the increase. Modifies the list of statements a landlord must provide a tenant to delete a required statement regarding a claim of security.

STATUS:

09/17/2004 Signed by GOVERNOR.
 09/17/2004 Chaptered by Secretary of State. Chapter No. 568

CA SB 1188

AUTHOR: Chesbro (D)
TITLE: Farmworker Housing
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/09/2004
LAST AMEND: 04/22/2004
LOCATION: Senate Appropriations Committee
SUMMARY:

Requires the Department of Housing and Community Development to provide local assistance to cities, counties, or cities and counties that provide land use approval to employee housing.

STATUS:

05/20/2004 In SENATE Committee on APPROPRIATIONS: Heard, remains in Committee.

CA SB 1263

AUTHOR: Torlakson (D)
TITLE: Development Projects: Mandatory Approval
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
LOCATION: Senate Local Government Committee
SUMMARY:

Requires a public agency to approve a development project that is consistent with certain specific plans approved on or after July 1, 2004, unless the agency finds that approval would result in a specific adverse effect upon the public health or safety that cannot feasibly be mitigated or avoided.

STATUS:

02/26/2004 To SENATE Committees on LOCAL GOVERNMENT and ENVIRONMENTAL QUALITY.
Position: CSAC-Pending

CA SB 1592

AUTHOR: Torlakson (D)
TITLE: Local Planning
FISCAL COMMITTEE: yes

URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 06/09/2004
LOCATION: Assembly Local Government Committee
SUMMARY:

Requires each city and each county to adopt or amend an infill ordinance or a specific plan for infill development that identifies potential infill sites and specifies appropriate zoning to encourage infill development on vacant and underutilized parcels. Requires the infill ordinance or specific plan to provide at least 5 incentives for infill housing from a specified list of 10 incentives. Requires each city and county to comply within a certain time period.

STATUS:
 06/16/2004 In ASSEMBLY Committee on LOCAL GOVERNMENT: Not heard.
Position: CSAC-Pending

CA SB 1818

AUTHOR: Hollingsworth (R)
TITLE: Density Bonuses
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
ENACTED: 09/29/2004
LOCATION: Chaptered
CHAPTER: 928
SUMMARY:

Relates to the Planning and Zoning Law which requires, when a housing developer proposes a development, that the city or county provide the developer with a density bonus or other incentives for the production of lower income housing units if the developer meets certain requirements. Requires that the local government provide a density bonus, incentives or concessions for the production of housing or child care facilities.

STATUS:
 09/30/2004 Chaptered by Secretary of State. Chapter No. 928

Private file: LocalFinance

CA ACA 5

AUTHOR: Cogdill (R)
TITLE: Local Government Finance: Property Tax Revenue
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/11/2002
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes a constitutional amendment to modify property tax reduction and transfer requirements, for the 2004-05 fiscal year and each fiscal year thereafter, by prohibiting the total amount allocated to a county's Educational Revenue Augmentation Fund from exceeding the applicable percentage, set forth in a specified schedule, of the total amount allocated to that fund for the 2002-03 fiscal year.

STATUS:
 05/28/2003 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
 05/28/2003 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
Position: CSAC-Sup, League-Sup

CA SB 1212

AUTHOR: Ducheny (D)
TITLE: Local Government Finance
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/11/2004
LAST AMEND: 06/28/2004
LOCATION: Assembly Appropriations Committee
SUMMARY:

Provides that beginning with the 2005-06 fiscal year, an indefinite offset of the vehicle license fee by 67.5% and eliminates reimbursement payments to counties and cities that are required under the Vehicle License Fee Law. Requires each county and city annually receive, beginning with the 2005-06 fiscal year, a defined base amount. Reduces these payments if the vehicle license fee is increased.

STATUS:

08/12/2004

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

NOTES:

Moreno Ducheny Staff: Mark Stivers (916) 445-8740

COMMENTARY:

The 2004 Legislative Program calls for SCAG to monitor local finance legislation via groups like the League of California Cities to preserve SCAG resources. SB 1212 attempts to minimize the fiscalization of land use, a traditional SCAG issue. SCAG opposed AB 1221 (Steinberg) in 2003 that would have effected a tax swap to stabilize the tax base.

CA SB 1312

AUTHOR: Hollingsworth (R)
TITLE: Historical and Cultural Resources
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LOCATION: Senate Natural Resources and Wildlife Committee
SUMMARY:

Appropriates an unspecified sum to the Department of Parks and Recreation for allocation for the purpose of recovering, restoring, or rebuilding significant historical and cultural buildings, resources, or artifacts affected by the Southern California wildfires of 2003 in any of the affected Counties of Los Angeles, Riverside, San Bernardino, San Diego, or Ventura.

STATUS:

04/13/2004 In SENATE Committee on NATURAL RESOURCES AND WILDLIFE: Not heard.

CA SCA 9

AUTHOR: Brulte (R)
TITLE: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2003
LAST AMEND: 07/29/2004
LOCATION: ASSEMBLY
SUMMARY:

Proposes an amendment to the Constitution to make nonsubstantive changes related to authorizing funds in the Public Transportation Account in the State Transportation Fund to be loaned to the General Fund under specified conditions.

STATUS:

08/16/2004 Withdrawn from SENATE Committee on RULES.
 08/16/2004 In SENATE. Read third time. Adopted by SENATE. *****To ASSEMBLY.

Private file: SCAG

CA AB 1065

AUTHOR: Longville (D)
TITLE: Local Sales and Use Taxes: County Rate
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2003
LAST AMEND: 05/12/2003
LOCATION: Senate Revenue and Taxation Committee
SUMMARY:

Authorizes a county to impose a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law at a rate of either 1.25% or 1.5%. Requires county ordinances that imposes taxes under the law to include a provision that requires a county to adhere to the voter-approval requirements of a specified provision of the California Constitution.

STATUS:

06/23/2004 In SENATE Committee on REVENUE AND TAXATION: Failed passage.
 06/23/2004 In SENATE Committee on REVENUE AND TAXATION: Reconsideration granted.

CA AB 2207

AUTHOR: Levine (D)
TITLE: Statistical Districts: San Fernando Valley
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2004
ENACTED: 07/19/2004
LOCATION: Chaptered

CHAPTER: 181**SUMMARY:**

Requires any state agency or department that develops and maintains data and statistics on the municipal level, to make a separate breakdown of the San Fernando Valley, in the preparation and maintenance of any statistical analyses by city. Authorizes state agencies to require the City of Los Angeles to provide all necessary data. Provides for an alternative method be used to determine the separate breakdown if a tax area code is used in the analysis.

STATUS:

07/20/2004 Chaptered by Secretary of State. Chapter No. 181

COMMENTARY:

The statistical data that will be provided as the result of enactment of AB 2207 will assist SCAG's planning efforts.

Position: SCAG-Sup 04/02/2004

CA AB 2934

AUTHOR: Benoit (R)**TITLE:** Public Agencies: Joint Powers Agencies**FISCAL COMMITTEE:** no**URGENCY CLAUSE:** no**INTRODUCED:** 02/20/2004**LOCATION:** ASSEMBLY**SUMMARY:**

Amends existing law authorizing two or more public agencies, if authorized by their legislative bodies, to enter an agreement to jointly exercise any power common to the two agencies.

STATUS:

02/20/2004 INTRODUCED.

COMMENTARY:

As a JPA, SCAG is already authorized by law to enter joint exercise agreement. This is a spot bill; monitoring for further developments.

Private file: SolidWaste

CA AB 1873

AUTHOR: Hancock (D)**TITLE:** Solid Waste: Recycling Market Development**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/03/2004**ENACTED:** 09/14/2004**LOCATION:** Chaptered**CHAPTER:** 500**SUMMARY:**

Extends the operation and repeal of the Recycling Market Development Revolving Loan Program, including the extension of the operation and repeal of the continuously appropriated subaccount thereby continuing the effect of the program indefinitely.

STATUS:

09/14/2004 Signed by GOVERNOR.

09/14/2004 Chaptered by Secretary of State. Chapter No. 500

Position: CSAC-Watch

CA SB 537

AUTHOR: Romero (D)**TITLE:** Solid Waste: Los Angeles County Sanitation**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/20/2003**LAST AMEND:** 06/09/2004**LOCATION:** Assembly Local Government Committee**SUMMARY:**

Prohibits the siting of a new materials recovery facility designed to receive greater than 4,000 tons per day within Los Angeles County prior to 2015. Requires the board of directors of each sanitation district in the county to adopt a final annual budget within prescribed categories. Requires the board to deposit at least a certain amount of money annually into the district's Air Pollution Mitigation Fund for projects upon agreement with the South Coast Air Quality Control Board.

STATUS:

06/23/2004 In ASSEMBLY Committee on LOCAL GOVERNMENT: Heard, remains in Committee.

Position: CSAC-Watch, League-Opp

Private file: Transit

CA AB 1320	AUTHOR: Dutra (D) TITLE: Transit Village Plan: Design FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/21/2003 ENACTED: 05/19/2004 LOCATION: Chaptered CHAPTER: 42 SUMMARY: Relates to the Transit Village Development Planning Act. Requires the transit village plan to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station that would be defined by this legislation to mean a rail station, ferry terminal, bus hub, or bus transfer station. Requires the plan to include any 5 of the specified demonstrable public benefits. STATUS: 05/20/2004 Chaptered by Secretary of State. Chapter No. 42 Subject: HS-Rail, Housing, Transit
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CA SB 1759	AUTHOR: Denham (R) TITLE: Transportation: Finance FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/20/2004 LAST AMEND: 04/01/2004 LOCATION: Senate Transportation Committee SUMMARY: Deletes the requirement that money deposited in the State Highway Account in the State Transportation Fund that is not subject to constitutional requirements to be used for any transportation purpose be transferred to the Public Transportation Account in the State Transportation Fund. Includes money derived from the sale of buildings and other real property within the description of items not subject to constitutional requirements. STATUS: 04/27/2004 In SENATE Committee on TRANSPORTATION: Failed passage. 04/27/2004 In SENATE Committee on TRANSPORTATION: Reconsideration granted. Position: CALCOG-Sup
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Private file: Transportation

CA AB 204	AUTHOR: Nation (D) TITLE: Motor Vehicles: Environmental Impacts FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 01/28/2003 LAST AMEND: 01/22/2004 LOCATION: Senate Transportation Committee SUMMARY: Establishes a new subaccount, the Motor Vehicle Mitigation subaccount, within the San Francisco Bay Area Conservancy Program account. Authorizes the conservancy to request the Department of Motor Vehicles to collect a fee upon the registration or renewal of a motor vehicle in certain counties. Requires the use of funds for projects and grants in those counties that prevent, reduce, remediate or mitigate the adverse impacts of motor vehicles. STATUS: 06/29/2004 In SENATE Committee on TRANSPORTATION: Failed passage. 06/29/2004 In SENATE Committee on TRANSPORTATION: Reconsideration granted. Subject: Environment, Revenue/Bond, Transport
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CA AB 775	AUTHOR: Parra (D) TITLE: Highways: Federal Funding of Safety Projects FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/19/2003
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LAST AMEND: 05/24/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Changes the repeal date after which time the federal transportation funds received by the State would be spent for highway purposes other than projects for bicycle and pedestrian safety and traffic calming measures in high-hazard areas. Extends the operation of provisions requiring the Department of Transportation to establish and administer a Safe Routes to School construction program and to use federal funds therefor.

STATUS:
 05/24/2004 From SENATE Committee on TRANSPORTATION with author's amendments.
 05/24/2004 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
Position: CSAC-Pending

CA AB 1663

AUTHOR: Dutra (D)
TITLE: Vehicle Additional Registration Fees
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
ENACTED: 09/14/2004
LOCATION: Chaptered
CHAPTER: 514
SUMMARY:

Relates to the additional fees charged on all commercial motor vehicles for vehicle registration used for vehicle theft crime programs, to extend the repeal date for such fees. Requires each participating county to issue a fiscal year-end report to the Controller, summarizing certain matters. Provides if a county fails to submit the report, the authority to collect the fee would be suspended. Requires the review of such reports to determine if the fee revenues are being utilized as required.

STATUS:
 09/14/2004 Signed by GOVERNOR.
 09/14/2004 Chaptered by Secretary of State. Chapter No. 514
Position: League-Sup

CA AB 2024

AUTHOR: Bermudez (D)
TITLE: Ports: Transportation Network
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
ENACTED: 09/29/2004
LOCATION: Chaptered
CHAPTER: 941
SUMMARY:

Requires the ports of Los Angeles and Long Beach to evaluate changes in goods movement network to gauge adherence by these ports to certain state goals relative to utilization of and congestion at ports and to collect statistics regarding compliance with federal, state and local efforts to achieve certain related objectives and to report to the Business, Transportation and Housing Agency, the Office of Goods Movement and the legislative committees on transportation.

STATUS:
 09/30/2004 Chaptered by Secretary of State. Chapter No. 941
NOTES: Bermudez Staff: Paul Gonsalves (916) 319-2056
COMMENTARY:
 Similar to AB 2041 (Lowenthal).

CA AB 2032

AUTHOR: Dutra (D)
TITLE: HOT Lanes: Demonstration Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
ENACTED: 09/09/2004
LOCATION: Chaptered
CHAPTER: 418
SUMMARY:

Authorizes the San Diego Association of Governments, the Sunol Smart Carpool Lane Joint

Powers Authority, the Santa Clara Valley Transportation Authority and the Alameda County Congestion Management Agency to undertake value pricing programs involving various HOT lanes under the jurisdiction of these sponsoring agencies. Requires a portion of the funding from tolls to be used for construction of high-occupancy vehicle facilities and the improvement of transit services.

STATUS:

09/09/2004

Signed by GOVERNOR.

09/09/2004

Chaptered by Secretary of State. Chapter No. 418

Position:

CALCOG-Sup

CA AB 2041

AUTHOR:

Lowenthal (D)

TITLE:

Ports: Congestion

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/17/2004

LAST AMEND:

05/06/2004

LOCATION:

Senate Appropriations Committee

SUMMARY:

Establishes the Port Congestion Management District governed by a board consisting of members appointed by, and serving indefinite terms at the pleasure of, the Secretary of Business, Transportation and Housing. Requires the board to establish a charge for the privilege of transporting cargo by commercial motor vehicle into or out of the Port of Los Angeles or the Port of Long Beach. Establishes a Port Congestion Management Fund. Requires certain reports from such ports.

STATUS:

08/12/2004

In SENATE Committee on APPROPRIATIONS: Not heard.

NOTES:

Lowenthal Staff: Josh Tooker (916) 319-2054

COMMENTARY:

Similar to AB 2024 (Bermudez).

CA AB 2043

AUTHOR:

Lowenthal (D)

TITLE:

Maritime Port Strategic Master Plan Task Force

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/17/2004

ENACTED:

09/29/2004

LOCATION:

Chaptered

CHAPTER:

942

SUMMARY:

Requires the California Marine and Intermodal Transportation System Advisory Council to meet on an unspecified basis, hold public hearings, and compile data on certain issues relating to the growth and congestion of maritime ports. Requires the council to compile specified information and submit its findings to the Legislature on methods to better manage that growth and the environmental impact of moving goods through ports.

STATUS:

09/30/2004

Chaptered by Secretary of State. Chapter No. 942

NOTES:

Lowenthal Staff: Josh Tooker (916) 319-2054

CA AB 2366

AUTHOR:

Dutra (D)

TITLE:

Bay Area State-Owned Toll Bridges: Financing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/19/2004

LAST AMEND:

08/26/2004

LOCATION:

SENATE

SUMMARY:

Deletes the statutory cost estimates for the various bay area bridges. Requires the Bay Area Toll Authority to provide an amount of toll revenues to the department for the award of the low bid received on May 26, 2004, for the self-anchored suspension bridge element of the new east span of the San Francisco-Oakland Bay bridge. Repeals the toll bridge surcharge provisions. Requires the Department of Transportation to transfer certain funds to the authority.

STATUS:

08/28/2004

Withdrawn from ASSEMBLY Committee on TRANSPORTATION.

08/28/2004

In ASSEMBLY. Ordered returned to SENATE. *****To SENATE. In SENATE. Held at Desk.

CA AB 2372	AUTHOR: Correa (D) TITLE: State Transportation Improvement Program FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 04/20/2004 LOCATION: Assembly Transportation Committee SUMMARY:
	<p>Relates to the State Transportation Improvement Program. Requires a regional agency requesting a reserve of funds in a future county share period to identify the year in which a transportation capital improvement project will be programmed.</p>
	STATUS: 04/26/2004 In ASSEMBLY Committee on TRANSPORTATION: Not heard. NOTES: Correa Staff: John Scribner (916) 319-2069
	COMMENTARY: Sponsored by OCTA; opposed by VCTC.
CA AB 2456	AUTHOR: Spitzer (R) TITLE: Regional Transportation Improvement Programs FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 05/04/2004 LOCATION: Assembly Appropriations Committee SUMMARY:
	<p>Authorizes a transportation planning agency or county transportation commission to request and receive an portion of it s regional improvement fund expenditures for the purpose of project planning, programming and monitoring, such entities not receiving federal metropolitan planning funds may request and receive a larger portion for those expenditures. Provides the amount of funds that may be requested and received for project development and delivery.</p>
	STATUS: 05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
	NOTES: Spitzer Staff: Dane Wadle (pron. Wadley) (916) 319-2071
	COMMENTARY: Sponsored by OCTA; spot bill.
CA AB 2628	AUTHOR: Pavley (D) TITLE: Vehicles: Preferential Lanes FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/20/2004 ENACTED: 09/23/2004 LOCATION: Chaptered CHAPTER: 725 SUMMARY:
	<p>Includes a 2004 model year ultra-low emission vehicle and a hybrid vehicle that meets the State's advanced technology partial zero-emission vehicle standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel highway rating and ultra- and super ultra-low emission vehicles to list of vehicle using HOV lanes.</p>
	STATUS: 09/23/2004 Signed by GOVERNOR. 09/23/2004 Chaptered by Secretary of State. Chapter No. 725 Position: CALCOG-Opp, SCAG-Opp 06/03/2004
CA AB 2847	AUTHOR: Oropeza (D) TITLE: Gasoline and Motor Vehicle Diesel Fuel Fee FISCAL COMMITTEE: yes URGENCY CLAUSE: yes INTRODUCED: 02/20/2004 LAST AMEND: 04/27/2004 LOCATION: Assembly Appropriations Committee

SUMMARY:

Imposes a fee of an unspecified amount on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law. Provides the revenues from the fee would be deposited in the Highway Fee Fund created by the bill. Requires revenues from the fee to be used only to finance the maintenance, operation and improvement of the state highway and local street and road system.

STATUS:

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
 05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

NOTES:

Oropeza Staff: Andrew Antwih (916) 319-2093

COMMENTARY:

Consistent with 2001 and 2004 RTP financing strategies in that it provides additional transportation revenue within RTP planning horizon.

Position: CALCOG-OppUnlesAmend

CA AB 2880

AUTHOR: Pavley (D)
TITLE: Vehicles: Registration: Fees: Increase
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 08/17/2004
LOCATION: Senate Third Reading File
SUMMARY:

Increases the motor vehicle registration surcharge that offsets the costs of the Carl Moyer Memorial Air Quality Standards Attainment Program for projects to reduce oxides of nitrogen from heavy-duty mobile sources and the Voluntary Accelerated Light-Duty Vehicle Retirement Program that provide incentives for the retirement of passenger motor vehicles. Requires the Sacramento Metropolitan Air Quality Management District to use the funds for air quality improvements. Relates to school buses.

STATUS:

08/17/2004 In SENATE. Read second time and amended. To third reading.

CA AB 3047

AUTHOR: Assembly Transportation Committee
TITLE: Transportation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 03/01/2004
ENACTED: 09/21/2004
LOCATION: Chaptered
CHAPTER: 650
SUMMARY:

Authorizes the Transportation Commission to relinquish portions of certain highways to specified local agencies. Revises projects supported by the toll surcharge on bay area toll bridges. Relates to the statement on a smog certificate upon the transfer of a motor vehicle. Relates to provisions governing the traffic violation point system. Relates to the provisions governing the fee for abatement of abandoned vehicles. Relates to placards and plates for disabled persons.

STATUS:

09/21/2004 Signed by GOVERNOR.
 09/21/2004 Chaptered by Secretary of State. Chapter No. 650

CA AB 3048

AUTHOR: Oropeza (D)
TITLE: Transportation: Alternate Bidding Methods
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 03/01/2004
LAST AMEND: 08/23/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Establishes bidding requirements for a design-build procurement program for highway projects.

STATUS:

08/24/2004 Re-referred to SENATE Committees on TRANSPORTATION and APPROPRIATIONS.

CA ACA 21

AUTHOR: Bogh (R)

TITLE: Motor Vehicle Fuel Sales Tax Revenue
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/07/2004
LOCATION: Assembly Transportation Committee
SUMMARY:

Provides for a State Constitutional Amendment that would change the vote requirement to 4/5 of the membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of motor vehicle fuel sales tax revenue from the General Fund to the Transportation Investment Fund.

STATUS:

06/21/2004 In ASSEMBLY Committee on TRANSPORTATION: Failed passage.

NOTES: Spitzer Staff: Dane Wadle (pron. Wadley) (916) 319-2071

COMMENTARY:

ACA 21 restricts reallocation of Proposition 42 transportation revenues but does not prohibit reallocation. 2004 RTP calls for amendment to prohibit reallocation.

CA ACA 24

AUTHOR: Dutra (D)
TITLE: Transportation Investment Fund: Loans
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
LAST AMEND: 04/29/2004
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes an amendment to the Constitution to authorize the Legislature to loan funds in the Transportation Investment Fund to the General Fund or any other state fund or account or to local agencies, under conditions that are similar to conditions applicable to loans of revenue already in the Constitution.

STATUS:

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

NOTES: Dutra Staff: Mr. Chris Tapio (916) 319-2020

COMMENTARY:

Similar measure to SCA 7 (Murray), a measure supported by the RC in 2003 that requires the repayment of transportation funds loaned to the General Fund with interest. 2004 RTP calls for prohibition against reallocation of transportation revenues.

Position: CALCOG-Sup, CSAC-Sup, SCAG-Sup 08/24/2004

CA ACA 29

AUTHOR: Harman (R)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 03/11/2004
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes a constitutional amendment that would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.

STATUS:

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

COMMENTARY:

ACA 29 is consistent with the 2004 adopted RTP.

Position: SCAG-Sup 04/15/2004

CA SB 924

AUTHOR: Karnette (D)
TITLE: Global Gateways Development Council
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
VETOED: 09/15/2004
LOCATION: Vetoed

SUMMARY:

Establishes the Global Gateways Development Council in the Business, Transportation and Housing Agency, to review and collect data and information concerning the needs of commercial transportation and to advise the Legislature, the agency, the Transportation Commission, and regional transportation planning agencies in that regard. Requires the council to report annually to the Governor on the condition of the State's goods movement transportation system.

STATUS:

09/15/2004

Vetoed by GOVERNOR.

CA SB 1087

AUTHOR:

Soto (D)

TITLE:

Highways: Safe Routes To School Construction Program

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/05/2004

ENACTED:

09/09/2004

LOCATION:

Chaptered

CHAPTER:

392

SUMMARY:

Extends the repeal date of projects for the improvement of highway safety and the reduction of traffic congestion. Extends the operation of the Safe Routes to School construction program. Requires the department to continue to study the effectiveness of the program and to report to the Legislature by March 1, 2007.

STATUS:

09/09/2004

Signed by GOVERNOR.

09/09/2004

Chaptered by Secretary of State. Chapter No. 392

Position:

CSAC-Watch

CA SB 1210

AUTHOR:

Torlakson (D)

TITLE:

Design-Sequencing Contracts

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/10/2004

ENACTED:

09/27/2004

LOCATION:

Chaptered

CHAPTER:

795

SUMMARY:

Relates to the Department of Transportation pilot project to let design-sequencing contracts for the design and construction of not more than 12 transportation projects. Establishes a phase 2 of this pilot project. Requires the Director of Transportation to consider selecting projects that improve interregional and intercounty routes.

STATUS:

09/27/2004

Signed by GOVERNOR.

09/27/2004

Chaptered by Secretary of State. Chapter No. 795

CA SB 1507

AUTHOR:

Burton (D)

TITLE:

Transportation Financing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/19/2004

ENACTED:

09/24/2004

LOCATION:

Chaptered

CHAPTER:

793

SUMMARY:

Relates to moneys in the State Highway Account and the State Transportation Fund pledged for issuing federal highway grant anticipation notes, defining of eligible project for purpose of accelerated construction by the State Transportation Commission, the prohibition of the State Treasurer from authorizing the issuance of notes related to federal transportation funds.

STATUS:

09/25/2004

Chaptered by Secretary of State. Chapter No. 793

CA SB 1614

AUTHOR:

Torlakson (D)

TITLE:

Motor Vehicle Fuel License Taxes: Diesel Fuel Tax

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/20/2004

LAST AMEND: 04/29/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Imposes a storage tax equal to the increase in tax on each gallon of tax paid on motor vehicle and diesel fuel, in storage. Provides that a portion of the amounts collected under the Motor Vehicle Fuel License Tax Law and the Diesel Fuel Tax Law are continuously appropriated for specified purposes.

STATUS:
 05/04/2004 In SENATE Committee on TRANSPORTATION: Not heard.
NOTES: Torlakson Staff: Robert Oakes (916) 445-6083

COMMENTARY:
 Similar to AB 2847 (Oropeza), which also imposes a gas fee. Consistent with adopted 2001 and 2004 RTP financing strategies in that it provides additional transportation revenues within the planning horizon.

Position: CALCOG-OppUnlesAmend, CSAC-Pending

CA SB 1759

AUTHOR: Denham (R)
TITLE: Transportation: Finance
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 04/01/2004
LOCATION: Senate Transportation Committee

SUMMARY:
 Deletes the requirement that money deposited in the State Highway Account in the State Transportation Fund that is not subject to constitutional requirements to be used for any transportation purpose be transferred to the Public Transportation Account in the State Transportation Fund. Includes money derived from the sale of buildings and other real property within the description of items not subject to constitutional requirements.

STATUS:
 04/27/2004 In SENATE Committee on TRANSPORTATION: Failed passage.
 04/27/2004 In SENATE Committee on TRANSPORTATION: Reconsideration granted.
Position: CALCOG-Sup

CA SB 1793

AUTHOR: McPherson (R)
TITLE: Public Contracts: Design-Build Contracting:
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 08/23/2004
LOCATION: Assembly Transportation Committee

SUMMARY:
 Expresses the intent of the Legislature to explore the use of alternative methods of financing and delivering transportation projects in the state, including design build, design sequencing and various forms of private financing, including tolls. Requires reporting, pre-project and post-project auditing of each project and to compare them to similar design-bid-build or design sequencing projects and report the results to the Legislature.

STATUS:
 08/25/2004 In ASSEMBLY Committee on TRANSPORTATION: Not heard.

CA SCA 2

AUTHOR: Torlakson (D)
TITLE: Local Government: Sales Taxes: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/02/2002
LAST AMEND: 02/20/2003
LOCATION: Senate Constitutional Amendments Committee

SUMMARY:
 Authorizes a county, a city and county, a local transportation authority, or a regional transportation agency, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning.

STATUS:
 07/14/2004 In SENATE Committee on CONSTITUTIONAL AMENDMENTS: Not heard.

Position:		CSAC-Opp, League-Opp, SCAG-SupIfAmend
CA SCA 7	AUTHOR:	Murray (D)
	TITLE:	Loans of Transportation Revenues and Funds
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/19/2003
	LAST AMEND:	04/28/2003
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Proposes a Constitutional amendment that requires any loan of motor vehicle fuel and vehicle-related revenues or trust funds that is not repaid within the same fiscal year in which the loan was made, or by a date not more than 30 days after the enactment date of the Budget Bill for the subsequent fiscal year, to be repaid with interest at a specified rate.
	STATUS:	
	05/20/2004	In SENATE Committee on APPROPRIATIONS: Heard, remains in Committee.
	Position:	CSAC-Sup, League-Sup, SCAG-Sup
CA SCA 11	AUTHOR:	Alarcon (D)
	TITLE:	Local Government: Transactions and Use Taxes
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/26/2003
	LAST AMEND:	03/23/2004
	LOCATION:	Senate Inactive File
	SUMMARY:	Authorizes a local government authorized to incur indebtedness for infrastructure projects to incur, with the approval of 55% of its voters, indebtedness in the form of general obligation bonds to fund infrastructure projects, including construction of affordable housing for persons of very low, low, and moderate income, transportation enhancement activities, acquisitions of land for open-space use, and other infrastructure projects.
	STATUS:	
	08/09/2004	In SENATE. From third reading. To Inactive File.
	Position:	CSAC-Pending, League-Sup
Private file: WaterQuality		
CA AB 1546	AUTHOR:	Simitian (D)
	TITLE:	Local Governments: Vehicle Fee for Stormwater
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/21/2003
	ENACTED:	09/29/2004
	LOCATION:	Chaptered
	CHAPTER:	931
	SUMMARY:	Authorizes the City/County Association of Governments of San Mateo County to impose an annual fee of up to \$4 on motor vehicles registered within the county for a program for the management of traffic congestion and stormwater pollution within the county. Requires the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds to the association.
	STATUS:	
	09/30/2004	Chaptered by Secretary of State. Chapter No. 931
	Subject:	Revenue/Bond, Transport, Water
CA AB 2141	AUTHOR:	Longville (D)
	TITLE:	Floodplain Management: Alluvial Fan Task Force
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/18/2004
	ENACTED:	09/29/2004
	LOCATION:	Chaptered
	CHAPTER:	878
	SUMMARY:	

Requires the Director of Water Resources to establish the Alluvial Fan Task Force to review the state of knowledge regarding alluvial fan floodplains and to prepare recommendations relating to alluvial fan floodplain management. Requires the task force to develop a model ordinance on alluvial fan flooding.

STATUS:

09/29/2004

Signed by GOVERNOR.

09/29/2004

Chaptered by Secretary of State. Chapter No. 878

Position:SCAG-Sup 09/02/2004

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MEMO

TO: Transportation & Communications Committee (TCC)

FROM: Philip Law, Associate Regional Planner, law@scag.ca.gov, (213) 236-1841

SUBJECT: Ontario International Airport Vicinity Ground Access Plan

DATE: November 4, 2004

RECOMMENDATION: Information Item

SUMMARY: As part of the Regional Transportation Plan update process, SCAG is required to develop a regional ground access improvement program for the airport system. Accordingly, SCAG has initiated a ground access study for the Ontario International Airport, working closely with the City of Ontario, San Bernardino Associated Governments, Caltrans, and Los Angeles World Airports.

SCAG's consultant project manager, Vigen Davidian of Meyer, Mohaddess Associates, will brief the TCC on the current status of the ground access study.

FISCAL IMPACT: All work related to the Ontario Ground Access Plan is contained within the FY 2004-2005 budget and does not require the expenditure of any additional financial resources.

BACKGROUND & STATUS

Over the last 20 years, Ontario International Airport (ONT) has become an essential part of southern California's commercial aviation system. Today ONT is one of the fastest growing commercial airports in Southern California and is ranked among the top 100 busiest airports in the United States for both commercial and cargo services. Passenger traffic at ONT has more than tripled since 1980 and air cargo operations have also grown substantially. The SCAG Regional Transportation Plan (RTP) forecasts 30 million annual passengers and 2.25 million tons of cargo at ONT by 2025. This rapid growth in air traffic at ONT and the shortfall in capacity at other regional airports have emphasized the need for expansion of facilities at ONT. With this expected expansion and the projected heavy growth in local and regional traffic in the Inland Empire, it has become clear that accommodating future growth while managing congestion on the adjacent arterials and freeways will require a significant investment of public resources.

Against this background, the Southern California Association of Governments (SCAG) initiated the Ontario Airport-Vicinity Ground Access Plan (GAP) study in late 2003. The purpose of this study is to identify the most effective ground access improvements and the most appropriate institutional arrangements that are capable of achieving the project objectives with the most efficient use of public funds.

The objectives of the study are as follows:

- identify and quantify existing and future ground access deficiencies;
- develop and evaluate comprehensive alternative improvement strategies;
- prioritize these alternative strategies; and,
- coordinate the actions of local, regional and state governments in developing a comprehensive implementation program for the recommended Ground Access Plan

Working closely with SCAG on this project are the City of Ontario, San Bernardino Association of Governments (SANBAG), Caltrans District 8 and Los Angeles World Airports (LAWA).

The ONT GAP is one of many important projects taking place in the region. Also underway are LAWA's ONT Airport Master Plan and its Environmental Analysis, various related development projects in the vicinity of ONT, SCAG's Regional Transportation Plan (RTP) Regional Airport Ground Access Recommendations, SANBAG's Development Mitigation Nexus Study Project, San Bernardino's Countywide Measure I Extension and Development Nexus Fee program, the SR-91 Corridor MIS Study and ongoing Maglev studies, to name a few. The ONT GAP will consider all these projects in developing its final recommendations.

This multi-agency, multi-jurisdictional program, includes a Public Outreach component, through which the project team will communicate the findings of the study to and hear from key project stakeholders throughout the study via regular Steering Committee and Advisory Committee meetings, mailings to interested parties and updates via project website.

It is important to note that the ONT GAP project will develop and prioritize subregional and regional circulation improvement projects to help facilitate existing and future access to the Ontario airport. However, these strategies are not intended to be and/or may not necessarily be improvement measures to mitigate the impacts of the airport's proposed expansion, which will be identified as part of the currently on-going Airport Master Plan EIR/EIS process.

The project study area for ONT GAP is defined in two levels as shown on the attached figure. The boundaries of the broader study area include: SR-71 Freeway to the west, the SR-210 Freeway to the north, I-215 Freeway to the east and SR-91 Freeway to the south. More detailed arterial and surface street analysis will be conducted for roadways and intersections within a focused study area bounded by the following roadways and freeways: Euclid Avenue on the west, I-10 Freeway to the north, Etiwanda Avenue to the east and SR-60 Freeway to the south.

The following project tasks have been completed through September 2004:

- Analysis of existing traffic operating conditions in the project study area
- Development and validation of a focused travel demand model for the airport and the project study area

- Identification of existing and expected future airport trip distribution and major travel routes and corridors to and from the airport
- Development of a comprehensive public outreach program
- Identification and analysis of base regional transportation improvement strategies, including those in SANBAG's Measure I and Mitigation Nexus Fee Program
- Evaluation of future capacity deficiencies within the study area assuming funded, programmed and currently planned improvements
- Development of a list of project evaluation criteria
- Investigation of additional improvement strategies

Next steps include:

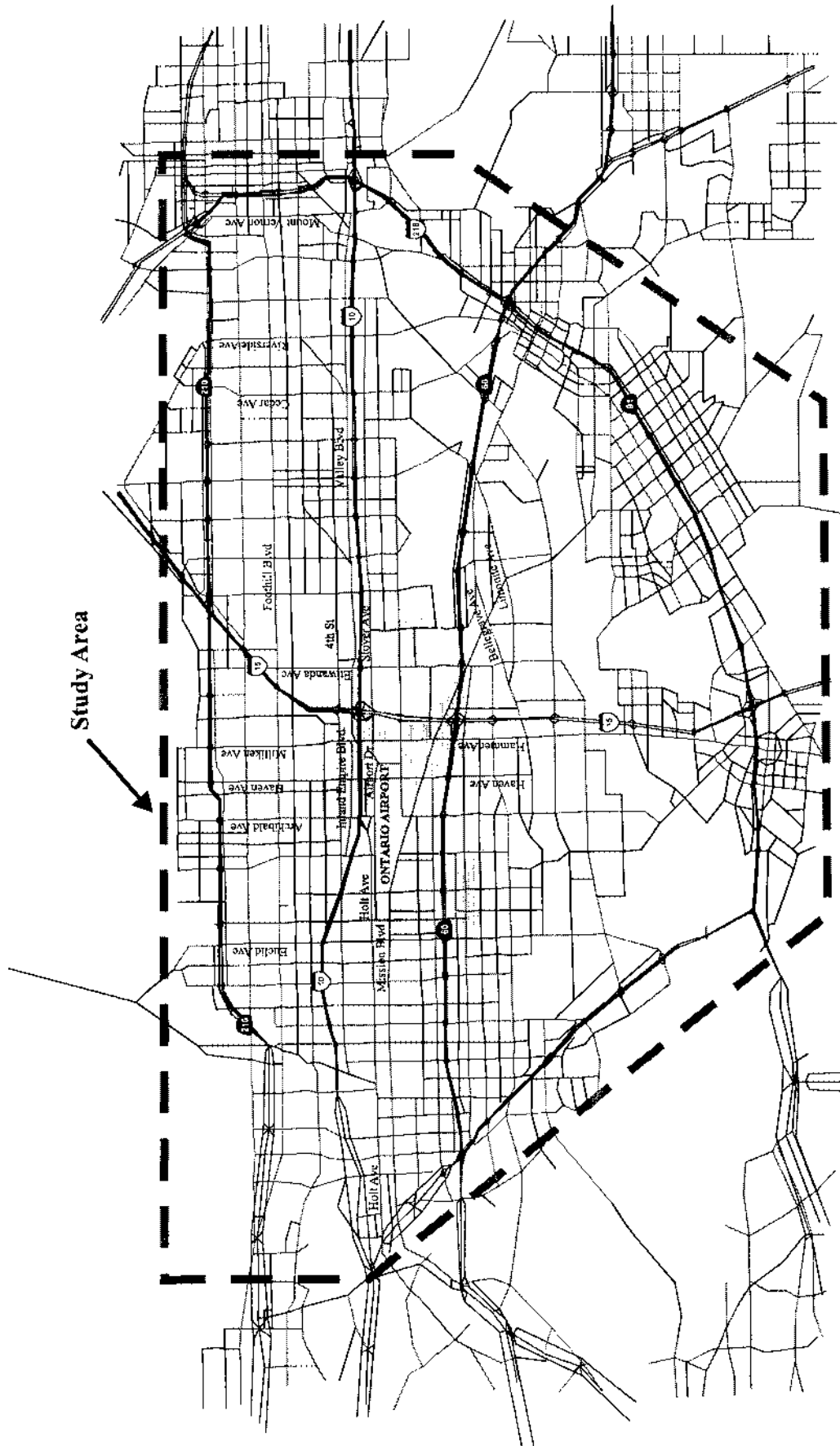
- Identification and evaluation of additional improvement strategies
- Development of project cost estimates and feasibility
- Analysis and selection of improvements
- Development of prioritization and implementation plan

For additional information contact:

Philip Law—Project Manager, SCAG at (213) 236-1800

Viggen Davidian—Consultant Project Manager, Meyer, Mohaddes Associates at (213) 488-0345

Clarissa Filigioun—Consultant Public Outreach Task Manager, The Robert Group at (323) 669-9100



Source: SCAG CTP 2025 Highway Network



Meyer, Mohaddes Associates, Inc.

An Iteris Company

Ontario Airport Ground Access Plan

Focused Area



NOT TO SCALE

Study Area

MEMO

DATE: November 4, 2004

TO: The Community Economic and Human Development Committee (CEHD)
The Energy and Environment Committee (EEC)
The Transportation and Communications Committee (TCC)

FROM: E. Felicia Brannon, Senior Government Affairs Officer
Phone: (213) 236-1886 E-Mail: brannon@scag.ca.gov

Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State and Federal Legislative End of Session Update

SUMMARY:

This memorandum, regarding the state budget, state bills of interest, federal bills of interest, the federal appropriations and TEA-21 reauthorization measures, and federal ethanol legislation summarizes the 2004 state and federal legislative sessions. Generally, the year was shaped by a large state budget deficit and repeated congressional delays. Transportation funding was borrowed for state General Fund uses, as in recent years, and remains uncertain in the long-term.

BACKGROUND:

State Update

State Budget

At the time of the release of the Governor's FY2004-05 budget proposal in January, the budget deficit totaled \$15 billion. Following the May Revision and weeks of negotiations, the Governor and legislative leadership agreed to a budget containing \$16.1 billion in combined two-year solutions, including loans and borrowing, fund shifts, and program savings among others.

A component of the budget was a \$1.3 billion annual diversion of local property tax revenues to the General Fund in both FY2004-05 and FY2005-06 in exchange for limits on future state diversions of local funds. Transportation funds were also used to close the budget gap. The budget suspends Proposition 42, shifting \$1.2 billion from the Transportation Investment Fund to the General Fund. Repayment is due by June 30, 2008. In the meantime, bonds backed by tribal gaming revenues will be used to repay \$183 million to the Traffic Congestion Relief Fund and \$1.2 billion in transportation loans due in FY2005-06. The passage of either Proposition 68 or 70 on November 2nd will void the compact, however, and no bonds will be issued, making the source of repayment funds unclear.



State Bills of Interest

In the CEHD, legislative interest centered on AB 2158 (Lowenthal) and AB 2348 (Mullin) regarding the Regional Housing Needs Assessment procedures, requirements and criteria. SCAG supported both bills, which embodied the compromises reached by the Housing Element Working Group (HEWG) convened by Assembly Member Lowenthal. SCAG staff participated in the HEWG. The Governor signed both bills in September.

In the EEC, AB 2006 (Nunez) on electrical restructuring drew the support of the Committee and the Regional Council. Governor Schwarzenegger, who favors further deregulation, vetoed AB 2006 despite repeated amendments to strip controversial portions from the bill. AB 2141 (Longville), which creates an Alluvial Fan Task Force to study and make recommendations regarding alluvial floodplain management, was signed by the Governor. SCAG supported AB 2141. AB 2042 (Lowenthal), which established baseline emissions at the Ports of Los Angeles and Long Beach, was vetoed. SCAG had asked Assembly Member Lowenthal to amend the bill to include SCAG in the consultation process and to use user-supported, dedicated projects to control emissions.

In the TCC, the reauthorization of TEA-21 (see below) and state transportation funding (see above) were of primary concern. Constitutional amendments ACA 24 (Dutra) and ACA 29 (Harman), regarding Proposition 42 protections, did not advance, but AB 2628 (Pavley), authorizing the use of HOV lanes by certain hybrid vehicles, was enacted and signed by the Governor. SCAG opposed AB 2628.

Federal Update

Appropriations

Both houses of Congress approved a stopgap spending measure to fund all federal programs through the first seven weeks of the 2005 fiscal year. The "continuing resolution" (CR) allows Congress to recess before the November 2, 2004 election only to return for a post-election lame-duck session starting November 15, 2004. The CR extends funding levels based on FY 2004 terms and conditions, and spending rates. As it currently stands, the Transportation-Treasury bill will more than likely become a part of an omnibus bill for FY 2005 spending.

New Starts rail projects that have Full Funding Grant Agreements (FFGA) or that are expected to sign an FFGA within the next six months were the only earmarks. Of the projects listed in the SCAG Six County Appropriations Request list for FY 2005, the only project that received an earmark was the Los Angeles County Metropolitan Transportation Authority Eastside Light Rail Transit Project for \$60 million. This is because no highway projects were earmarked. It was understood that highway earmarks were to be dealt with at a later time.

Both the House and the Senate are due to return to Washington after the election for a lame-duck session, at which time the Transportation-Treasury Appropriations bill will be discussed in Conference.

Reauthorization of TEA-21

Faced with the prospect of losing some \$1.8 billion in fiscal year 2004 obligation authority as the fiscal year ended, and unable to reach agreement on a multi-year reauthorization, Congress approved a sixth temporary extension (HR 5183) of TEA-21, to maintain federal transportation programs through May 31, 2005. Addressing a matter of great concern to states and the transportation industry, the extension specifically extends the funding guarantees and firewalls that were created in the Transportation Equity Act for the 21st Century (TEA-21).

The extension contained no earmarks.

Ethanol

Congress sent President Bush the Foreign Sales Corporations Export Tax Issues bill (H.R. 4520), nicknamed the "American Jobs Creation Act of 2004" or "FSC/ETI," on Oct. 11, 2004. The bill contains over 256 tax changes. The most important, however, to California is the volumetric excise tax credit (VEETC) section of the bill—the "ethanol tax fix." The corporate tax overhaul legislation beginning Jan. 1, 2005 would eliminate the 5.2-cent-per-gallon exemption that ethanol had enjoyed. As a result, the full 18.4-cents-per-gallon gas tax will go into the federal Highway Trust Fund. To preserve the incentive for ethanol producers, they will receive a 5.1-cent-per-gallon tax credit that will come out of the general fund. Included in an eight-month extension of surface transportation law, lawmakers retroactively stopped diverting for FY 04 2.5-cents-per-gallon of ethanol into the general revenue fund for deficit reduction. Instead, that money also will go into the highway fund. The corporate bill made this permanent beginning in the current fiscal year, which began Oct. 1. The corporate tax bill also assumes that the fund can collect \$24 billion in the next six years with the ethanol language and by cracking down on fuel fraud.

The VEETC is worth an estimated \$2.7 billion for California over five years after enactment. California is the largest user of ethanol in the nation and the measure will credit, as noted above, the revenue derived from the state's ethanol use directly to the Highway Trust Fund, allowing the state to recoup up to \$2.7 billion in transportation funds.

MEMO

DATE: July 23, 2004

TO: Transportation & Communications Committee

FROM: Naresh Amatya, Lead Regional Planner,
213-236-1885 ; amatya@scag.ca.gov

RE: Report on Statewide Performance Measures Development

RECOMMENDED ACTION: Information Only.

SUMMARY:

Under the direction of California Business, Transportation and Housing Secretary Sunne McPeak, Caltrans is in the process of developing statewide transportation system performance measures that are designed to help influence policies, practices and decision making of transportation agencies as well as individual system users. While Caltrans headquarters is leading this statewide effort, the steering committee and the technical support team that is guiding this process consists of transportation planning agencies throughout the state, including SCAG, MTC, RTPAs representing rural areas, Caltrans District offices as well as transit operators.

The first phase of this effort primarily consisted of establishing and identifying key performance outcomes/measures, potential data sources, responsible parties, and potential time frame for their implementation. The efforts of this phase was summarized in a report and submitted to Secretary McPeak on July 30, 2004 for her consideration. Based on the input from the stakeholders, nine performance outcomes/measures, which are consistent with SCAG's measures, were identified through this process. The nine performance measures are: 1) Mobility/Reliability/Accessibility; 2) Productivity; 3) System Preservation; 4) Safety; 5) Environmental Quality; 6) Coordinated Transportation and Land Use; 7) Economic Development; 8) Return on Investment; 9) Equity.

The second phase of this effort, which was kicked-off on September 16, 2004, involves developing an implementation or an action plan for the utilization of performance measures on a statewide basis. The goal is to develop a prototype system performance report by January 2005 for the first six performance outcomes/measures. The lessons learned from this prototype performance report development will be utilized in further refining and establishing statewide performance measures over the next twelve month period.

Attachment: Transportation System Performance Outcome/Measures report submitted to Secretary McPeak on July 30, 04.

#104301 v1 - Statewide Performance Measures Report to TCC



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

TRANSPORTATION SYSTEM PERFORMANCE OUTCOMES/MEASURES PROGRESS REPORT AND IMPLEMENTATION PLAN PROPOSAL

This document summarizes the progress to date of efforts to develop and reach consensus on performance outcomes/measures through stakeholder collaboration. The implementation plan proposal frames the critical next steps to implement the transportation system performance measures. Further efforts and workshops will refine the proposal and develop a project implementation work plan. The work plan will determine how to proceed in the following areas: consensus building, incremental implementation of performance measures including “piloted” implementation in several regions, resolving the lack of complete data for some measures, linking performance measures into decision support activities and guidance, and developing less data intensive and meaningful surrogate indicators for rural regions of the State. The effort is a direct response to recommendations of the Transportation Expert Review Panel as part of the Performance Improvement Initiative sponsored by Secretary Sunne Wright McPeak of the California Business, Transportation and Housing Agency.

Why Transportation System Performance Measures?

Secretary McPeak initiated the current effort to improve the effectiveness and efficiency of transportation decision making in California by developing and implementing system performance measures. While maintaining and improving the mobility of California’s people, goods and information is the overall goal, system performance measures help optimize transportation’s impacts on the Economy, Environment and Equity. They will help improve collaboration and accountability, manage transportation systems and modes, streamline and improve business practices and relationships, and provide a framework for improved decision making. Simply stated, System Performance Measures are a set of practices to systematically look at and gauge transportation system performance, and then guide and influence policy decisions, business practices and behavior of decision makers and system users.

“If you don’t measure results, you can’t tell success from failure. If you can’t see success, you can’t reward it. If you can’t see failure, you can’t correct it.”

Osbourne & Gaebler
Reinventing

How will Performance Measures be used?

The 20,000-foot strategic perspective on performance measures use is relatively clear: use performance measures to influence policies, practices and behaviors of transportation agencies, stakeholders and system users. Transportation agencies can use performance measures to evaluate and monitor the results of changes in policies, goals and priorities. Performance measures also can indicate the need to change policies. Business practices rely on performance measures to identify methods and strategies to achieve focus and improve business efficiency and effectiveness. Frequently, performance measures information causes change in behavior. The challenge is to show how performance measures help improve internal communication between a

department's top management and staff; manage business functions to improve effectiveness, efficiency and accountability; provide decision support for planning, project selection, budgeting and investment decisions; and improve communications between transportation business partners, stakeholders and customer groups. The key is integrating performance measures into business functions to strengthen and streamline ongoing activities including long-range planning; budgeting; project refinement, selection, and implementation; operations; and maintenance. Performance measures will ultimately drive improved business decisions.

What has been done to date?

A team representing public and private sector transportation interests and stakeholders began efforts to define and reach consensus on a set of transportation system performance outcomes/measures in late May 2004. The team used direction from Secretary McPeak, and built on previous efforts of the Department and Metropolitan Planning Organizations, including the Southern California Association of Governments and the Metropolitan Transportation Commission. The team tasked a representative sub-team with refining the initial set of performance outcomes/measures. The sub-team expended considerable effort to refine, research and reach agreement on nine key system outcomes or areas essential to measure performance, data to collect and report, and who collects the data. The team will continue to better define the timeframe and analysis aggregation level. The nine performance outcome/measure areas agreed to by the team are:

1. Mobility/Reliability/Accessibility
2. Productivity
3. System Preservation
4. Safety
5. Environmental Quality
6. Coordinated Transportation and Land Use
7. Economic Development
8. Return On Investment
9. Equity

Key indicators have been identified for Outcomes 1 through 6. Data is available for some of these key indicators, but not all. Where data is available, efforts to collect and begin measurement will be initiated shortly. Outcomes and their key indicators have been identified as follows:

- | | |
|----------|--|
| Group A: | Outcome developed. Complete data not available for indicator. Reporting can be initiated with existing available data. Work plan required for remaining data collection needs. |
| Group B: | Outcome developed. Indicator has no data available. Work plan required for data collection needs. |
| Group C: | Outcome and/or key indicator not fully developed. Needs further discussion and development with experts and agencies outside the team. |

IMPLEMENTATION PLAN PROPOSAL (NEXT STEPS)

The implementation plan proposal focuses on enhancing performance measures consensus, beginning staged implementation of monitoring and reporting of measures where the right data is available, refining the measures and indicators requiring additional work and completing “pilots” of key planning and programming decision products to demonstrate the integration of performance measures into decision support. Performance measures implementation requires transportation partners and stakeholders working closely together to maintain consensus, identify implementation obstacles and opportunities, jointly develop solutions and demonstrate results. Key is maintaining the current dialogue between Agency leadership, the Department, the Regional Transportation Planning Agencies and other transportation stakeholders and interests. A representative team will use a workshop setting to initiate turning this proposal into a work plan. The work plan will identify deliverables, timelines and outcomes for each task, as well as frame the pilots. The following highlights the upcoming major steps and discussion needed to move forward:

PHASE 1

- **External Consensus Building** – This activity involves building, maintaining and enhancing partnerships between transportation partners and stakeholders. A critical element is developing common understanding of performance measures terminology, use and roles and responsibilities. Questions include: Do the measures and indicators communicate critical data and analysis information? How can we make the measures drive policy, business and behavioral decisions? Who is responsible for reporting and what timeframe? What are the opportunities for integrating performance measures to show how they add value to decisions? The intent is to make performance measures understandable and real. (Commence this activity immediately. Intense communications and marketing efforts to occur over next 12 months.)
- **Internal Consensus Building Within the Department** – Ultimately, information generated through performance measurement will influence policies and decision-making within the Department to improve accountability, business-to-business relationships and performance. Target areas include short- and long-range planning (e.g., State Transportation Plan, Modal Plans, Transportation Corridor Reports, corridor studies and transportation modeling); operational analysis; project studies and selection (e.g., Project Initiation Documents and Project Study Reports); and programming (Inter-regional Transportation Improvement Program and State Highway Operations and Protection Program). Continued top-level management support and involvement is critical for success. (Commence this activity immediately to blend with developing revised organization and project performance measures and reporting.)
- **Incremental Implementation of Consensus Measures/Outcomes (Group A)** – Develop “pilots” to demonstrate how performance measures would add value to long-range planning (State and Regional Transportation Planning), project studies and selection (Project Study Reports, Project Initiation Documents and similar studies) and programming (Transportation Improvement Programs). The intent would be to demonstrate that performance measures

meet the needs of transportation agencies, stakeholders and customer groups. Additionally, the Department would initiate an Annual State of the Transportation System Report. This first report would build on previous efforts and result in a statewide prototype report focused on the first six performance outcomes where data exists. It would demonstrate how to organize and communicate the consensus performance measures in a statewide report format for use by transportation agencies, decision makers, stakeholders and the public. (Work plan to set schedule for pilots. Immediately begin initial state of system report, due January 2005.)

- **Identify and Document Data Challenges (Groups A and B)** – Significant gaps in data exist due to inadequate or outdated data collection equipment and reporting requirements, access to data, collecting the wrong data or simply no data collected at all. These challenges hinder comprehensive and consistent data collection and reporting, not only for State highways, but also for local streets and roads, and other modes including transit, rail, bicycles, pedestrians and goods movement. Performance measures need to build on existing data collection and reporting activities as much as possible. Where data is inadequate, performance measures provide the opportunity to focus data collection and reporting on decision data. Hopefully, performance measures implementation would help data collection activities become more effective and efficient. (Begin documentation efforts as part of consensus building and developing pilots. Work with agencies and stakeholders responsible for data collection and decision making to identify and understand data weaknesses, strengths and opportunities to focus data activities to support performance measures while improving efficiency and effectiveness.)
- **Refine Outstanding Performance Outcomes and Indicators (Group C)** – Four of the consensus outcomes require directed research to define indicators, responsible agencies, timeframe and aggregation level. Additional work is required to refine indicators for the remaining outcomes. The intent is to complete the outcomes and indicators that the team identified as requiring assistance from experts outside the team. (Work plan to set schedule to develop and define the outcomes and indicators. Commence this activity immediately.)

PHASE 2

- **Linkages to Decision Support and Guidance Materials** – Performance Measures provide a consistent framework to evaluate performance and performance objectives and propose solutions where performance falls below the objective. Long-range planning is the starting point for decision support (e.g., Corridor Analysis, State and Regional Transportation Plans and then Programming, etc.). Performance measurement is most appropriate for long-range planning. At the regional level, performance measurement fits into the regional transportation plans (RTPs) leading to the Regional Improvement Programs. By incorporating the relevant outcomes into RTPs, programming and project selection would be driven by system performance measures. At the State level, performance measurement fits within the context of the California Transportation Plan, the Inter-regional Transportation Improvement Program (ITIP), and State Highway Operations and Protection Program (SHOPP). Ultimately, performance measures would influence State, regional and local capital, operations, safety and maintenance investment decisions. (This activity builds on the results of the “pilots” and targets Decision Support Guidance. Work plan to proceed and targets to be set by team.)

- **Performance Measures in Rural Regions** - Significant gaps in data and analysis capabilities exist in many rural regions. Many of these regions already agree with the concept of performance measurement as documented in their Regional Transportation Plans. They simply lack the resources and infrastructure to implement performance measures at the same level as urban regions. The Department and the rural regions need to work together to identify to develop less data intensive surrogate indicators where applicable to enable valid performance measures in rural regions. (Initiate effort with Rural Counties Task Force in February 2005.)

Transportation System Performance Team Members

Stakeholders:

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Michael Cunningham, Bay Area Council, San Francisco
Michael DiBernardo, Port of Los Angeles, San Pedro
George Dondero, Chair, Rural County Task Force, Calaveras County
Tom Flinn, Director, San Joaquin County Public Works, Stockton
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Pete Hathaway, Sacramento Area Council of Governments, Sacramento
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Genevieve Morelos, League of California Cities, Sacramento
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Partners:

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John Ferrera, Business, Transportation and Housing, Sacramento
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California Department of Transportation:

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Transportation System Performance Outcomes

System Outcome	General Definition
Mobility/Accessibility/Reliability	Minimize time and cost and maximize choice and dependability. Reach desired destinations within reasonable time, cost, choice, dependability and ease.
Productivity	Maximize throughput or efficiency (system wide).
System Preservation	Preserve the publicly owned transportation system at a specified state of repair or condition. Physical condition of the system.
Safety	Reduce fatalities, injury, and property loss of system users and workers. Facilitate perception of personal safety.
Environmental Quality	Maintain and enhance the quality of the natural and human environment.
Coordinated Transportation and Land Use	Ensure transportation decisions promote and support job/housing proximity.
Economic Development	Contribute to California's economic growth.
Return on Investment	Benefit cost analysis or best return on investment (includes life cycling costing).
Equity	<p>No person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.</p> <p>No disproportionate impact based on income and ethnic groups. Ensure equitable sharing of benefits. Ensure accessibility for people with disabilities.</p>

TRANSPORTATION SYSTEM PERFORMANCE MEASURES
DRAFT TEAM DOCUMENT – July 29, 2004

SYSTEM OUTCOME: MOBILITY/ ACCESSIBILITY/RELIABILITY General definition: Minimize time and cost and maximize choice and dependability. Reach desired destinations within reasonable time, cost, choice, dependability and ease.				
KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)	RESPONSIBLE PARTY (WHO DOES IT?)	TIMEFRAME	AGGREGATION LEVEL
Travel Time (Mobility)	a) Travel time between interregional origins and destinations in key travel corridors (e.g. LA to SF). Actual origins and destinations. Differentiate peak/non-peak or time of year for rural areas. (Under development)	a) Freeways and other State Highways-Caltrans Local Roadways – Cities and counties Intercity Rail-Caltrans Transit/Rail-Operators Aviation-Federal Aviation Administration	a) Now, where detection exists. Actual origins and destinations will take more time.	a) Key interregional trip pairs & corridors, including key goods movement routes: Roll-up by mode (freeways, 3 intercity rail corridors, major interregional airports and commuter rail lines).
	b) Travel time within key regional travel corridors (e.g. SF to San Jose) Actual origins and destinations (Total Trip).	b) RTPAs/MPOs w/Caltrans, transit operators, cities and counties	b) Now, where detection exists. Actual origins and destinations (total trip) will take more time.	b) Key regional trip pairs & corridors, including key goods movement routes: By mode/operator, regional and statewide

TRANSPORTATION SYSTEM PERFORMANCE MEASURES

DRAFT TEAM DOCUMENT – July 29, 2004

KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)	RESPONSIBLE PARTY (WHO DOES IT?)	TIMEFRAME	AGGREGATION LEVEL
Travel Delay (Mobility)	<p>a) Total person (passenger) hours of delay – on-time performance in key corridors (difference between actual and scheduled travel time). Need to develop consensus on standard delay definition to use for all modes, including local and State conventional highways, expressways, roadways.</p> <p>(For example, 55 mph and 35 mph or less for 15 minutes or more on freeways; no more than 1 minute early or 5 minutes late for fixed route transit).</p>	<p>a) Freeways and other State Highways – Caltrans</p> <p>Local roadways – Cities and counties</p> <p>Intercity Rail-Caltrans</p> <p>Commuter Rail (Altamont Commuter Express, Caltrain, etc)-Operators</p> <p>Transit / Rail Operators</p> <p>Ferry Boat Operators</p>	<p>a) Start Now, where data is available and where detection exists. Data not available throughout (1-3 years for transit; 3-5 years for local roadways)</p>	<p>a) Statewide, regional, corridor and mode/facility type.</p>

GROUP A:

Outcome developed. Complete data not available for indicator. Reporting can be initiated with available data. Work plan required for remaining data collection needs.

SYSTEM OUTCOME: MOBILITY/ ACCESSIBILITY/RELIABILITY

General definition: Minimize time and cost and maximize choice and dependability. Reach desired destinations within reasonable time, cost, choice, dependability and ease.

KEY INDICATORS		DATA TO COLLECT AND REPORT (All Modes)
Travel Time (Mobility)		Travel time within key regional travel corridors (e.g. SF to San Jose) Actual origins and destinations (Total Trip).
Travel Delay (Mobility)		Total person (passenger) hours of delay – on-time performance in key corridors (difference between actual and scheduled travel time). Need to develop consensus on standard delay definition to use for all modes, including local and State conventional highways, expressways, roadways. (For example, 55 mph and 35 mph or less for 15 minutes or more on freeways; no more than 1 minute early or 5 minutes late for fixed route transit).
% On-Time Performance Travel (Reliability)		a) % on-time performance in key corridors [for example, not more than 1 minute early or 5 minutes late (fixed route transit)] Variability in travel time between interregional and within regional origin and destinations in key travel corridors.
Accessibility Availability of feasible travel choices (mode availability and utility)		a) List modes available at key transportation centers b) % of workers within X (15, 30 and 45, and 60) minutes of their jobs (variable indicator for rural area) c) Modal split (including choice ridership) d) % roadways with bike facilities e) % of all jobs within a quarter/half mile of a transit station or corridor (within a. 10 min, b. 20 min, c. 60 min, d. > 60 min frequency) f) % of population within one quarter/half mile of transit station/corridor (within a. 10 min, b. 20 min, c. 60 min, d. > 60 min frequency)

SYSTEM OUTCOME: PRODUCTIVITY

General definition: Maximize throughput or efficiency (system wide).

KEY INDICATORS		DATA TO COLLECT AND REPORT (All Modes)
Throughput: persons, vehicles, goods movement	a)	% of people traveling through a corridor or transportation facility versus carrying capacity (peak and total)
	b)	% of vehicle capacity used
	c)	Passengers per vehicle service mile (transit)
	d)	% trucks by axle flowing through key corridors

SYSTEM OUTCOME: SYSTEM PRESERVATION**General Definition:** Preserve the publicly owned transportation system at a specified state of repair or condition. Physical condition of the system.

KEY INDICATORS		DATA TO COLLECT AND REPORT (All Modes)
Asset Condition Highway, Streets, and Roads		a) Pavement – smoothness and distressed miles, etc.
		b) Bridges (Bridge Health Index, Bridges Structurally Deficient or Functionally Obsolete)
		c) Roadside
Transit and Passenger Rail		a) Vehicle fleet age and mileage
		b) Miles between service calls
		c) Transit guide way (e.g. rail and structures) condition
Aviation		General and commercial aviation runway pavement condition.
Pedestrian and bicycle facilities		Pedestrian and Bicycle Facilities Condition

SYSTEM OUTCOME: SAFETY General definition: Reduce fatalities, injury and property loss of system users and workers. Facilitate perception of personal safety.	
KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)
Traveler Safety	Injuries, FataIs, Property Damage, and Collisions - Rates and Totals.
Transportation Worker Safety – All agencies	Worker Fatalities and Injuries (Rates and Totals).
Crime statistics at transportation facilities	Crime statistics at transportation facilities (e.g., rest stops, stations, park and ride lots, and in fleet vehicles).

SYSTEM OUTCOME: ENVIRONMENTAL QUALITY General definition: Maintain and enhance the quality of the natural and human environment.	
KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)
Air Quality	a) Total emissions and rates (passenger mile and ton-mile).
	b) Days exceeding national/state standards by region/air basin and Statewide.
Noise	Number of residential units exposed to transportation generated noise exceeding standards
Energy Consumption	Fossil fuel use for transportation in relation to Passenger Miles Traveled
KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)
Health of Ecosystems	a) Net gain/loss of wetlands, in acres, from transportation projects
	b) Number of wildlife corridors and fish passages restored on/under transportation corridors
	c) Net gain/loss of threatened & endangered species habitat, including critical habitat, in acres, as a result of transportation projects

SYSTEM OUTCOME: COORDINATED TRANSPORTATION AND LAND USE General definition: Ensure transportation decisions promote and support job/housing proximity.		
KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)	
	a)	Single Occupancy Vehicle trips per household
	b)	Passenger vehicle miles traveled/capita

GROUP B:

Outcome developed. Indicator has no data available. Work plan required for data collection needs.

SYSTEM OUTCOME: MOBILITY/ ACCESSIBILITY/RELIABILITY

General definition: Minimize time and cost and maximize choice and dependability. Reach desired destinations within reasonable time, cost, choice, dependability and ease.

KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)
Travel Time (Mobility)	Travel time between interregional origins and destinations in key travel corridors (e.g. LA to SF). Actual origins and destinations. Differentiate peak/non-peak or time of year for rural areas.

SYSTEM OUTCOME: SAFETY

General definition: Reduce fatalities, injury and property loss of system users and workers. Facilitate perception of personal safety.

KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)
Transportation Worker Safety – Private sector contractors.	Worker Fatalities and Injuries (Rates and Totals) – Private Sector Contractors

SYSTEM OUTCOME: ENVIRONMENTAL QUALITY

General definition: Maintain and enhance the quality of the natural and human environment.

KEY INDICATORS	DATA TO COLLECT AND REPORT (All Modes)
Air Quality	Health impacts

GROUP C:

Outcome and/or key indicator not fully developed. Needs further discussion and development with experts and agencies outside the team.

SYSTEM OUTCOME: ENVIRONMENTAL QUALITY**General definition:** Maintain and enhance the quality of the natural and human environment.**KEY INDICATORS****DATA TO COLLECT AND REPORT (All Modes)****Water Quality**

Number of violations of water quality standards

SYSTEM OUTCOME: COORDINATED TRANSPORTATION AND LAND USE**General definition:** Ensure transportation decisions promote and support job/housing proximity.**KEY INDICATORS****DATA TO COLLECT AND REPORT (All Modes)**

- a) Number of major transit stations with density appropriate to the level and type of service.
- b) Number of general plans comprehensively updated (including transportation, land use, and housing elements) in last 10 years.

SYSTEM OUTCOME: ECONOMIC DEVELOPMENT

General definition: Contribute to California's economic growth. (Note: Economic development is where you have no economy. Economic growth is where you have an economy.)

(ON HOLD FOR FURTHER DEVELOPMENT)

SYSTEM OUTCOME: RETURN ON INVESTMENT

General definition: Benefit cost analysis or best return on investment (Includes Life cycle costing)

(ON HOLD FOR FURTHER DEVELOPMENT)

SYSTEM OUTCOME: EQUITY

General definition: No person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

No disproportionate impact based on income and ethnic groups. Ensure equitable sharing of benefits. Ensure accessibility for people with disabilities.

(ON HOLD FOR FURTHER DEVELOPMENT)

MEMO

DATE: November 4, 2004

TO: The Community Economic and Human Development Committee (CEHD)
The Energy and Environment Committee (EEC)
The Transportation and Communications Committee (TCC)

FROM: Donald Rhodes, Manager of Government and Public Affairs
Phone: (213) 236-1840 E-Mail: rhodes@scag.ca.gov

SUBJECT: Draft 2005 State and Federal Legislative Program

SUMMARY:

Each year, the Regional Council adopts a state and federal legislative program that guides the legislative activities of the Southern California Association of Governments (SCAG) in the coming year. Prior to adoption by the Regional Council, SCAG Government Affairs submits a draft of the Legislative Program to each SCAG Policy Committee for its input. The attached document is the 2005 draft.

The 2005 Legislative Program was created with the input of SCAG Planning and Policy staff and in consultation with the regional county transportation commissions, state and national planning partners like the California Associations of Councils of Government (CALCOG) and the Association of Metropolitan Planning Organizations (AMPO), and SCAG's state and federal lobbyists.

Continuing the work of last year, SCAG's federal priority in 2005 will be the reauthorization of TEA-21, which has been extended to May 31, 2005. SCAG's advocacy efforts will again focus on enhancing Southern California's funding opportunities in the next transportation program. Key state initiatives will include redefining local and regional responsibilities in implementing state housing goals and advocating a constitutional amendment to protect Proposition 42 revenues.

Any revisions to the attached draft that are recommended today by the Policy Committees will be incorporated into a revised Legislative Program and resubmitted for Policy Committee and Regional Council approval in December. The 2005 Legislative Program will be implemented after its adoption by the Regional Council on January 1, 2005.

D R A F T: For Committee Review

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 2005 STATE AND FEDERAL LEGISLATIVE PROGRAM

INTRODUCTION

Each year, the Regional Council adopts a state and federal legislative program to direct the legislative activities of the Southern California Association of Governments (SCAG). The 2005 Legislative Program, which contains highlights from 2004 and additional explanatory materials, will guide SCAG's legislative activities in the coming year.

As in past years, SCAG legislative staff will continue to take action on Regional Council policies where they exist and will communicate Regional Council positions to legislators, administrators and others. SCAG legislative staff will also undertake new initiatives as they arise at the direction of the Regional Council.

At the core of the 2005 Legislative Program are SCAG's top legislative priorities. Because the Transportation Equity Act for the Twenty-First Century (TEA-21), the federal surface transportation program, has been extended to May 31, 2005, the reauthorization of TEA-21 remains SCAG's federal priority. SCAG's advocacy efforts will focus on enhancing Southern California's funding opportunities in the reauthorization. On a federal level, SCAG will also work to improve the flow of Consolidated Planning Grant (CPG) funds, on which SCAG depends for its statutorily required metropolitan planning.

On the state level, SCAG's legislative priority will center on a collaboration with Business, Transportation and Housing Secretary Sunne Wright McPeak and housing stakeholders like the League of California Cities and the California State Association of Counties (CSAC) to redefine the local and regional responsibilities in implementing state housing goals.

In the area of transportation, SCAG will advocate a constitutional amendment to protect Proposition 42 revenues from reallocation to the state's General Fund and design-build and design-sequencing legislation to expedite project delivery.

The 2005 Legislative Program will also further the Compass Implementation Framework, which was approved by the Regional Council in June 2004. This framework, or 2% Strategy, is guided by four key principles—mobility, livability, prosperity and sustainability—and addresses the challenges associated with future growth in the SCAG region. Because the 2% Strategy is interdisciplinary, its ideas are incorporated throughout the transportation, housing, growth and land use, habitat and open space, and sustainability sections of the 2005 Legislative Program and is marked with a 2% symbol.

Upon its adoption by the Regional Council, SCAG's legislative staff will implement the 2005 Legislative Program. The timeframe for implementation is the 2005 calendar year. The 2005 Legislative Program is outlined following the 2004 program highlights.

D R A F T: For Committee Review

2004 PROGRAM HIGHLIGHTS

Federal Issues

SCAG's top federal legislative priority during 2004 was the reauthorization* of TEA-21. Disagreement among the Senate, the House, and the Administration over the surface transportation program's total funding level slowed the progress on reauthorization, and TEA-21 was extended by continuing resolution (HR 5183) to May 31, 2005.

As debate on the reauthorization progressed, SCAG continued to lead and further develop the Southern California Consensus Programs for both the reauthorization and the appropriations measures. SCAG initiated the reauthorization component of the Consensus Program in 2003 and the appropriations component in 2004.

Following the success of the group's inaugural visit in 2003, SCAG lead a delegation comprised of SCAG Regional Council members, the chairs and chief executive officers of the county transportation commissions**, Imperial County and Metrolink on a trip to Washington, D.C. in February 2004 to advocate the reauthorization Consensus Program to key congressional and executive decision makers. The delegation conveyed a unified message about the region's transportation needs. A similar effort is envisioned for 2005.

State Issues

SCAG's state legislative priority in 2004 was the passage of AB 2158 (Lowenthal) and AB 2348 (Mullin) relating to housing element reform. SCAG had participated extensively in the housing element working group that produced the bills. Both AB 2158 and AB 2348 passed the Legislature and were signed by Governor Schwarzenegger. SCAG also supported constitutional amendments to protect Proposition 42 revenues used for transportation purposes. Legislative efforts to safeguard Prop 42 funds were unsuccessful and are expected to re-emerge in the 2005 legislative session.

* An authorization or reauthorization provides the statutory authority to expend federal funds on a project or program. An appropriation is the annual expenditure of federal funds for the authorized purpose.

** The Los Angeles County Metropolitan Transportation Authority (LACMTA); the Orange County Transportation Authority (OCTA); the Riverside County Transportation Commission (RCTC); the San Bernardino Associated Governments (SanBAG); and the Ventura County Transportation Commission (VCTC).

D R A F T: For Committee Review

Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP)

The Regional Council adopted the 2004 RTP in April and the 2004 RTIP in July of this year. Both the RTP and the RTIP call for legislative steps to be taken toward facilitating the implementation of transportation projects and programs. To that end, SCAG assisted the California Foundation on the Environment and the Economy (CFEE) in the development of state legislation to firewall Proposition 42 revenues derived from sales taxes on gasoline and to encourage expedited project delivery in the form of design-build and design sequencing.

Federally, SCAG advocated the inclusion of language in the reauthorization on the expanded role of the Transportation Infrastructure Finance and Innovation Act (TIFIA) in predeployment planning. It also advocated proposals to use tax credit bonds and tax credit equity to encourage investment in larger transportation projects. Throughout the year, SCAG's legislative staff worked to create an awareness of the funding issues in the RTP and RTIP and will continue to do so in 2005.

D R A F T: For Committee Review

2005 LEGISLATIVE PROGRAM

The SCAG 2005 Legislative Program describes Regional Council federal and state legislative and administrative priorities that SCAG will pursue during the coming year. In preparing the program, SCAG legislative staff sought the input of our state and regional planning partners like the California Association of Councils of Government (CALCOG) and the county transportation commissions.

Throughout this section, issues are categorized by subject matter (e.g., Housing, Air Quality) and are grouped into one of three subcategories: Advocacy, Monitoring, or Development.

Issues subcategorized under *Advocacy* are of foremost concern to the Regional Council and will be advocated by SCAG. Issues subcategorized under *Monitoring* are of interest to the Regional Council and will be tracked by SCAG; policy committees and the Regional Council will be alerted to proposed changes in those areas. Issues included under the subcategory *Development* are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information. They are inventoried here for the Regional Council's information and should not be read as requests for federal or state legislative or administrative action.

SCAG

Roles and Leadership

Advocacy

- Provide regional leadership in seeking federal and state funding for projects and programs that implement SCAG's adopted 2004 RTP and 2004 RTIP and in advocating for projects needed to maintain air quality conformity in the SCAG region.
- Coordinate advocacy efforts to advance the Southern California Consensus reauthorization and appropriations programs and continue consensus building among local transportation commissions, cities, counties, and subregional organizations.
- Advocate federal legislation that increases funding for Metropolitan Planning Organizations (MPOs) commensurate with their increased responsibilities.
- Advocate state legislation that increases funding for Regional Transportation Planning Agencies (RTPAs).
- Advocate an enhanced role for MPOs in state and national regional planning.

D R A F T: For Committee Review

- Support earmarks or discretionary funding applications of jurisdictions within the SCAG region consistent with the Southern California Consensus Program, the adopted 2004 RTP, the adopted 2004 RTIP and SCAG policies.

Maglev

Advocacy

- Seek the inclusion of predeployment planning and environmental review funding for the California Maglev Deployment Program in the reauthorization.
- Seek FY 2006 appropriations to continue predeployment planning and environmental review.
- Seek federal, state and local funds and policy maker and community support to complete deployment of the Initial Operating System (IOS).

Aviation

Advocacy

- Support legislation to promote and implement a decentralized aviation system including interconnecting high-speed ground transportation.

Development

- Encourage a dialogue between community, government, and industry stakeholders about noise mitigation and environmental justice, which may include lowering the Community Noise Equivalent Level (CNEL) from 65 CNEL to 60 CNEL, soundproofing, nighttime curfews or other noise mitigation topics.

Transportation Financing

Advocacy

- Advocate a constitutional amendment to protect Proposition 42 revenues from reallocation to the state's General Fund.
- Advocate addressing the allocation of the state's transportation funds to ensure an equitable distribution throughout the state.
- Support design-build and design-sequencing procurement procedures to expedite project delivery.
- Support local ballot initiatives to fund local transportation projects with local sales tax measures.
- Support legislation that promotes the use of public/private partnerships and other innovative financing mechanisms.

D R A F T: For Committee Review

Development

- Continue face-to-face discussions with state and federal legislators from the region about Southern California's long-term transportation requirements and the funding options needed to address these requirements.
- Develop a package of revenue mechanisms and strategies to finance major regional projects contained in the adopted 2004 RTP, including proposals to increase transportation funding through user fees and sales taxes on motor vehicle fuels and by adjusting the fuel excise tax rate to maintain historical purchasing power.
- Develop innovative financing proposals such as tax credit bonds, tax credit equity, tax-exempt bonds, TIFIA grants and TIFIA loans repaid with project-generated revenues.
- Expand consensus building and outreach efforts to the general public to educate regional residents about the unmet cost of the adopted 2004 RTP.
- Evaluate the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage it.

Environmental Streamlining

Development

- Develop the concept of streamlining the environmental documentation process for interregional projects.
- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining and a media and public outreach campaign.
- Develop the concept within the California Environmental Quality Act (CEQA) of shifting the burden of proof to opponents of projects and programs located in 2% Strategy areas ^{2%}.

Goods Movement

Advocacy

- Support efforts of the West Coast Corridor Coalition to improve goods movement and reduce congestion along the I-5 from Vancouver, B.C. to Ensenada, Mexico.
- Urge the state and federal government to take action to limit the mobile source emissions arising from goods movement.
- Support regional efforts underway by county transportation agencies that develop goods movement projects through the use of market-neutral financing concepts including user fees and other revenue generating mechanisms to service debt instruments.

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Development

- Develop the concept of user-supported dedicated facilities that offer a viable and potentially self-financing solution for mitigating congestion, reduce mobile source emissions arising from goods movement in Southern California, and ensure the safe and efficient movement of goods essential to the nation's economy.

Southwest Compact

Advocacy

- Advocate legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Passage, a multi-state goods movement trade corridor along the I-10, and the Southwest Compact, a coalition of states sharing goods movement and economic development interests.

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT

Housing

Advocacy

- Working with the Schwarzenegger Administration, seek a resolution to the cost reimbursement issues concerning the Regional Housing Needs Assessment (RHNA) mandate.
- Working with Secretary Sunne Wright McPeak and housing stakeholders like the League of California Cities and CSAC, develop and support legislation to redefine the local and regional responsibilities in implementing state housing goals.
- Support legislative proposals to promote an increase in and the equitable distribution of affordable housing throughout the state and region.
- Support jobs/housing balance incentive programs including the Interregional Partnership and urge the identification of permanent funding ^{2%}.

Growth and Land Use

Advocacy

- Support federal and state funding initiatives designed to promote mixed-use and multi-modal development ^{2%}.

Development

- Participate in the development of legislation related to the jobs-housing balance including, but not limited to, CALCOG growth policies, construction defect litigation and water availability ^{2%}.

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- Encourage cities and counties to adopt land use policies that help the SCAG region achieve air quality conformity and transportation system performance ^{2%}.

Local Finance

Monitoring

- Via CALCOG, CSAC, the League of Cities and other organizations, monitor legislation pertaining to local finance, including bills and constitutional amendments regarding local sales taxes, property taxes, and gaming fees.

ENERGY AND ENVIRONMENT

Air Quality

Advocacy

- Advocate increased funding for improving air quality in the new non-attainment areas for the 8-hour ozone and PM2.5 standards in the CMAQ Program.
- Support increased state and federal funding for air quality programs that use incentives to accelerate private and public fleet turn-over to help reduce total regional emissions from on-road mobile sources.
- Support state and federal programs that incentivize cost-effective, market-based approaches that promote air-quality beneficial urban form, including incentive programs to encourage pedestrian/bike-friendly redevelopment projects that will help reduce vehicle miles traveled, congestion, and associated emissions ^{2%}.
- Support state and federal programs that fund outreach, education, and incentive programs to encourage behavioral change needed to help reduce vehicle miles traveled, congestion, and associated emissions.
- Support extending the transportation air quality conformity clock for non-attainment areas from the current three-year RTP cycle to a four-year RTP cycle and that the four-year requirement will begin 2004-2008 covering existing RTP and every four years thereafter.
- Advocate the state and federal government to take action to reduce mobile source emissions under their jurisdictions or to delegate authority over these mobile sources to local governments.

Monitoring

- Monitor air quality conformity issues affecting the SCAG region.
- Monitor legislation or regulations pertaining to power plants located on the Mexican side of the U.S./Mexico border and to their negative effect on air quality in the SCAG region.

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Energy

Advocacy

- Support legislation that provides more flexibility in directing “public goods charge-based energy efficiency funding” to local and regional governments.

Monitoring

- Track energy legislation relating to the formation, aggregation, and siting of utilities, energy efficient building standards, and renewable energy resources.

Development

- Encourage state efforts to develop energy goals and coordinate local initiatives to provide reliable, secure and safe energy at the lowest possible cost.
- Encourage efforts by the federal, state and local governments of the United States and Mexico to formulate an agreement establishing common environmental standards for the US/Mexico border.
- Encourage the installation and maintenance of California Best Available Control Technologies (BACT) on power plants in neighboring states and on the Mexican side of the US/Mexico border.

Habitat and Open Space

Advocacy

- Advocate market-based, incentive approaches to habitat management at the urban-rural interface, such as easement rights acquisition.

Monitoring

- Monitor state and federal legislation that affects the management of wilderness habitat, urban habitat, and recreational open space.

Development

- Encourage the development of state and federal legislation that better integrates habitat conservation planning with regional transportation and land use development plans ^{2%}.
- Encourage the development of state legislation that supports the better integration of science into habitat and open space management.
- Encourage the development of state legislation that incentivizes the preservation of agricultural lands subject to urbanization pressures ^{2%}.

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Sustainability

Advocacy

- Support state legislation that promotes incorporation of an environmental justice in local and regional planning ^{2%}.
- Support state legislation that incentivizes the development of brownfield sites in urban areas ^{2%}.
- Support state legislation that incentivizes the adoption of green building standards ^{2%}.

Development

- Encourage the development of state and federal incentives to promote urban infill development, as proposed in the Compass Implementation Framework ^{2%}.

Waste Management

Advocacy

- Support legislation that removes impediments to the adoption of transformation or conversion technologies and helps municipalities maintain their requirement to divert 50% of their solid waste away from landfills.

Monitoring

- Track state legislation that proposes changes to solid waste diversion mandates, establishes new mandates for solid waste management including electronic waste, or changes municipal recycling procedures.
- Track state legislation that proposes changes to the management and handling of hazardous waste.
- Track California Integrated Waste Management Board (CIWMB) regulatory actions, including issues regarding specific types of waste, alternative daily cover, tipping fees, and markets for recyclable materials.

Development

- Encourage the development of state legislation and regulations to incentivize the deployment of innovative recycling and conversion technology projects.
- Encourage the development of state legislation that incentivizes the recycling and reuse of building demolition debris.

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Water

Advocacy

- Support legislation that encourages comprehensive planning and implementation of water quality and supply measures, including the creation and operation of local agency initiatives for improved management of regional water resources ^{2%}.

Monitoring

- Track amendments to Clean Water Act, particularly those involving stormwater and non-point source pollution.
- Track state legislation, regulatory action and pending litigation regarding the implementation of total maximum daily loads (TMDLs).
- Monitor developments in the Bay Delta and on the Colorado River to ensure that the quantity and quality of Southern California water supplies are appropriately protected.
- Track state legislation and regulatory action and litigation concerning regional water impairments and water supplies.

FINANCE

Advocacy

- Seek federal legislative and regulatory changes in the Consolidated Planning Grant reimbursement process to ensure payment to SCAG within 30 days of invoice.